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carburettor



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SCOOTERING

#350 August 2015

**Timewarp
scooters**

*80s style
Vespa combo*



“ Spirit
of 73
Lambretta
70S skelly ”



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Billed as "The world's first mini scooter" by the UK importer, Scootmatic Ltd of Nottingham, the Laverda 50 certainly arrived on the market before either Lambretta or Vespa produced a commercial 50cc full bodied scooter.

The Laverda was claimed to weigh only 120lb, do over 180mpg and have a top speed of 32mph, which back then was probably a lot less dangerous than it is on our crowded roads today! The 49cc four-stroke overhead valve engine produced all of 2bhp at 6000rpm, it has two gears operated by handlebar twist grip, final drive is by chain, the tyres are 2.50 x 9 and the scooter retailed at £93 9s 0d.

The original caption for this photo reads, "The new mini-scooter 'run-about' which is ideal for any adult member of the family". Childish riders need not apply!

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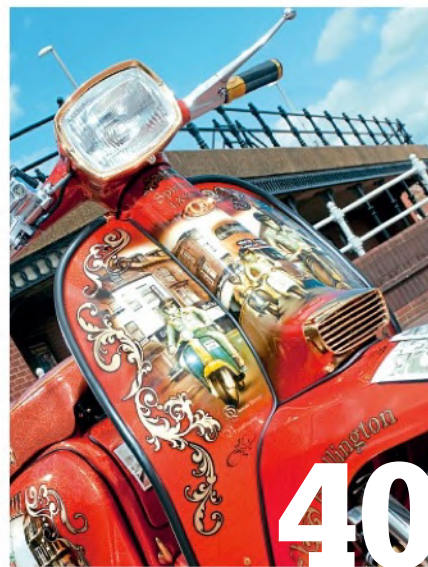
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Custom street racer Vespa from Germany with an amazing 39hp at the rear wheel from a PX125 engine!

Next Month!

Sticky has found some strange scooters to share with you, Richie gets his Vespa Rat Rod running, Barrie continues cleaning his Li, and we've some stunning custom scooters again to share with you. This is as well as some touring tales, rally reports (Llandudno and Lincoln BSRA events to start with), plus loads more besides!





78



28



52

Approved SIP Wheels

As of May 2015, SIP Scootershop's tubeless wheel rims for Lambretta and Vespa scooters have been approved for use on German roads. This may not sound like a big deal to British readers, but in Germany the laws are very strict with regards to what aftermarket parts you are allowed to fit to your scooter, even down to your choice of wheels.

As such, these have until now been sold as 'not for road use' and while this hasn't bothered us here in Blighty, it's not ideal for SIP's local customers. Therefore they went to the effort and expense (and it isn't easy or cheap) of getting both the Lambretta and Vespa types of rims tested to the approval of their local TUV (the Germany version of our Department of Transport), and while they were at it SIP has been verified by the German ministry of transport and is now recognised as an approved vehicle component manufacturer.

So, the new SIP Vespa rims have got the German KBA number 50133 or 50163 depending on whether they are 2.10 x 10 or wider 2.50 x 10 size, while the forthcoming

batch of Lambretta rims will be marked 50164.

The Lambretta rims come with nuts, Nord-Lock washers and replacement longer studs for your hub, while the Vespa rims retail slightly cheaper (prices start at around £49) as they don't need the studs.

SIP has also modified the Vespa rim slightly with a cut out to pass a small lock/security cable through, a suitable Abus cable lock from SIP costing £29.98.

www.sip-scootershop.com



VESPA MASTER CYLINDER

Germany's Jockeys Boxenstop has sent us details of these rather gorgeous master cylinder switch units designed for those wishing to improve the braking of their early Vespas.

They tell us that the master cylinder will fit all models with a removable light-switch housing, like the VNB, VBB, GS150 VS2-5, GS160, Vespa T3-4 and some MotoVespa models too, among others. Jockeys continued, "We're not really happy with the Asian solution for these models and so the manufacturer (MMW)

who also produces the similar Lambretta and P-range master cylinder units built these exclusively for us."

Manufactured in Bavaria, Germany, the piston diameter is 12mm and is sourced from Grimeca, and it's also possible to mount a brake light switch.

The position of the lever is very natural and comfortable and the master cylinders are available in natural (€189) or polished (€219) versions, with all enquiries to be directed to Jockeys' website; www.jockeys-boxenstop.de



Oxford magnetic light

Small but sweet, this 27 LED light is a handy tool to have both on your scooter and at home in the shed. It has a hook to hang it or a magnetic back to stick it to any metal surface (perfect for scooters), the 24 LEDs on the front throwing out quite a good bit of light. At the end is a three LED torch, thus making it ideal for stashing in your scooter's toolbox for any roadside emergencies or just general camping duties. Powered by three AA batteries (included), for more details visit www.oxprod.com





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The advertising deadline for the next issue of Scootering (September 2015) is Thursday, August 6, 2015
On sale in newsagents August 27, 2015

Free ads, personals, club do's & events

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Lambretta 'S' type register

Having recently taken over the running of the website www.teamsttype.com, former Team S-Equipe riders John and Norman Ronald along with Alan Cooper are intending to create and maintain a register of current Lambretta 'S' types.

This will, they think, be unique to this website which specialises in the Arthur Francis 'S' series. If you have a suitable scooter and wish to be included in the register then please send your scooter's reg number (optional), model, year, cc, VIN (optional), condition as original or restored or replica, location, current owner, brief history and optional photo to: teamsequipe@virginmedia.com

Repro DC Lambretta switches

Yet more repro parts bearing the Scootopia brand, although in this case they've had some ignition switches made with the original Osam brand name added, for those who require such detail on a restoration. Suitable for Lambretta series 3 and DL/GP models the DC battery type switches are OSAM stamped (as original) and feature a numbered key and barrel - perfect for any spot on restoration.

The retail price is £35 and Scootopia can be contacted on 01934 641811.



ON TEST Pol Jacket

Tucano Urbano introduced the Pol jacket for men to its range earlier this year, and the summer has so far offered plenty of opportunity to test it out. Firstly the style, a little retro and of little surprise that the phrase 'waxed cotton' appears in the manufacturer's blurb. Apparently the outer shell is made with "silicon treated cotton canvas – giving the feel of a classic wax cotton without the need to re-wax – and is water repellent". Thankfully I'd suggest they're not correct as it doesn't feel that waxy in my opinion, which is a good thing, but equally its water repellent nature doesn't last beyond a light shower. And that's a fact.

The slim fit waist-length jacket has CE approved D30 armour at the elbows and shoulders and includes a pocket for a back protector. It also features Tucano's 'Reflective System insertions' – hi-visibility sections which can be put on show when needed at the cuffs and collar.

The pockets are sufficient both in depth and number, and overall this is a nice jacket to wear in the summer, the fit snug without restraint, and reassuring with it. It looks smart too, the retro styling enhanced by panelling on the shoulders and a buckle



system too. In fact as long as it doesn't rain, the Pol is ideal for both commuting and local rides. Just pack a Tucano Nano in case the heavens open!

Available in either toffee brown or dark green colours, in sizes S-3XL, and you should expect to pay around £129.95 from shops like Scooter Wear and Urban Rider for it.

Andy

Dave's Nostalgic Custom Corner



Welcome to a new batch of Nostalgic Custom Corners; sorry, I've been pre-occupied elsewhere for a few months with my new arrival!

This time we dust off a true classic – during the early 80s one club that played a major role in scooter customisation was the Glevum Stax SC from Gloucester. Not only did they give us a couple of memorable custom shows of the decade, but also some of the most revered machines – Disco Connection, The Gun Metal Chop, Otis Redding, Exile and of course Worlds Apart/Worlds End. This month I track down the latter iconic Vespa, now under the ownership of a lady in the Midlands.

Owners: Karen 'Kaz' Knight

Hometown: Nottingham.

Scooter: Worlds End.

Year built: Amazingly it's 39 years old this year, this version was built in 1986.

Paintwork: Amateur artist Roger John.

Engine: Vespa P200E, standard never altered.

Fabrication: Anthony Jordan (Orville) the original owner did the amazing fabrication. The chrome and engraving were done while the fabrication round the back was still flat. The cut-outs in the mudguard were done using a blow torch. There were originally switch boxes as well which were engraved and chromed but these did not survive.

Chrome/engraving: The Chrome was done through CJ Scooters, and engraving by Don Blocksidge.

When did you get the scooter: I purchased Worlds End in 2004 from our friend who obtained it when Orville left the UK to emigrate Down Under. It was pretty much in the original condition it is now.

What have you had done to it: Some of the chrome was redone before I took ownership. The only thing I have had done is a new seat cover. The original white seat had not aged very well; I kept the original base and just had a new cover made.

Do you still do rallies: Yes, I plan to take it to a few events this year.

First rally: IoW 1984, it was quite an event! I was only 14, was only allowed to go for the day and spent most of the day going back and forth to the phone box on my then partner's scooter asking my parents if I could stay overnight. I was told to get home in no uncertain terms, but missed the last ferry despite a mad knee scraping journey in the dark around the roads of the IoW. As a result I was banned from rallies until I was 16!

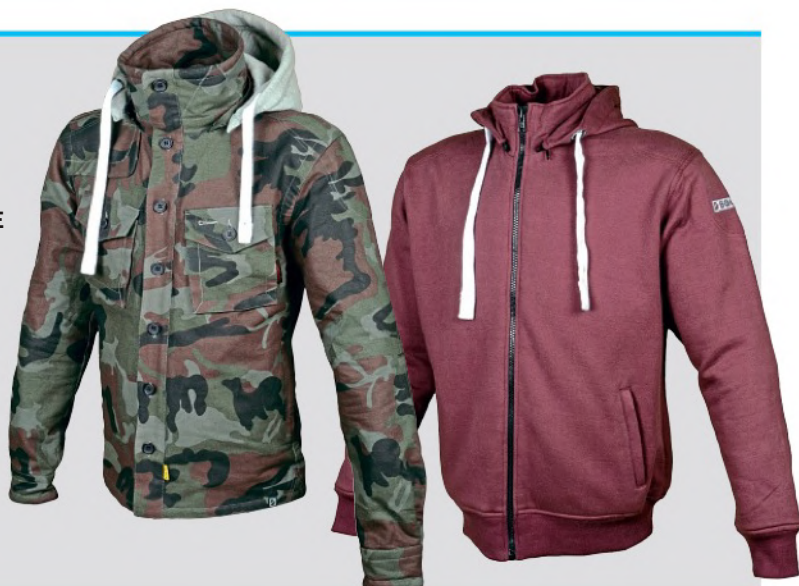
Favourite event: From the 80s and 90s there are just too many, Exmouth, IoW, Porthcawl, I loved them all.



Kevlar Hoodies

The Booster Kevlar hoodies here come from Dutch firm Macna and offer a light alternative for summer riding. Produced in heavy duty cotton these hoodies feature Kevlar reinforcement at shoulders, elbows and back, removable CE armour at elbows and shoulders with a pocket for optional back protector. The hood is also removable for when those breathtaking speeds are achieved!

Available in a range of sizes from S to XXXL, the Booster Core and Booster Hunt hoodies come in a wide variety of plain colours, a couple of check options as well as a few camo colourways too, with RRP starting from £99.99, although a quick internet search suggests some retailers are even cheaper than that. For more info and dealer locations call Factory Agencies Limited or 01749 342491 or email info@factoryagencies.co.uk



Tested Knox Studio Collection Leonard Wax Jacket

This is the kind of jacket that looks great on or off the scooter and thanks to the clever way Knox has designed the separate armour it means you don't have to walk around feeling like the Incredible Hulk.

British company Knox is already well known for its base layers, and of course its armour, so it's designed its new collection to work alongside other Knox products. As such, the jacket doesn't come with any armour but Knox has developed a thin armoured shirt with CE approved shoulder, elbow and back protector built in; it costs £99.

The idea is that you wear it under their new Studio collection and rather than needing a jacket a size too big for you, you simply unzip the two full length zips that go from the waistband to the cuffs and it makes the jacket a size bigger than it actually is to accommodate the armour, clever stuff. The vest is very

comfortable; in fact you can easily forget you're wearing it. I recently rode to Croatia and back in mine.

In use the Leonard jacket looks great (there's a range of stylish men's and women's jackets in the new Studio Collection), is very comfortable and not half as bulky as a conventional bike jacket. It's light, waterproof and certainly warm enough.

The jacket is very soft to the touch and even after six months it still smells lovely. It is made from 100% high performance waterproof and breathable waxed leather with fully taped seams, a breathable membrane, YKK Aquaguard® water resistant front and pocket zips, has a cotton interior lining and removable collar and cuffs. It's available in sizes s-xxl and costs £249.99. Visit www.planet-knox.com to see the full Studio Collection.

Iggy



VESPA 60MM CRANKS

Mazzucchelli has been working on its 60mm PX200 Vespa cranks apparently, which has resulted in a number of improvements. A popular choice among those running a Malossi kit to 225cc, Mazzucchelli has, "increased the inlet timing cut away to boost engine performance and also using a K2D hardening process to further increase its strength".

The new cranks are priced at £208.50 and to browse the complete range of Mazzucchelli products available, visit www.ve-uk.com



Malossi smallframe manifolds

New and now available from Malossi performance products, is this reed valve inlet manifold kit for the Malossi MHR 135cc Vespa Small Frame cylinder kit. Designed specifically to be used with a carburettor from 25mm to 30mm in size, "the inlet manifold kit has been developed using fluid dynamics software to keep an almost straight path from the carburettor to intake".

The new manifold kit also allows the carburettor to remain within the confines of the scooter's bodywork, positioning the carb in the standard position, thus removing the need for bodywork modifications that are often associated with carbs over 25mm. For more info drop your local dealer a line or visit www.ve-uk.com/dealers to locate a VE outlet near you.



Book Review

Vespa – The Story of a Cult Classic in Pictures by Günther Uhlig

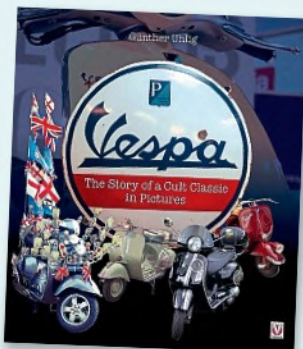
Publisher: Veloce
ISBN: 978-1-845847-90-6
RRP: £35

Hardback, 252 pages, with the story of Vespa told through the photographs of the author, over 470 of them in total by all accounts. The pictures do depict most models it seems too, the earliest examples being snapped at the Piaggio Museum, with plenty of events and rallies being attended to capture the others, both standard and personalised.

The author also shares some of the scooters hidden away in rare personal collections which is always interesting to view, even if it is a shame such bikes rarely see the light of day, and of course being a new book it follows the Vespa up until today, with the latest modern GTS and other auto models.

As impressive a coffee table book as this is regarding size, if I had a criticism it would be that if you want the story of the Vespa there are more thorough books out there, detailing the models one by one, with studio photography accompanied by official adverts and sales material.

This book however is more of a labour of love, which is



respectable in itself, that the author has the dedication to produce such a thing, but the photographs could be argued as amateur compared to some, and lacking in certain areas rather than being informative.

While I enjoyed flicking through The Story of a Cult Classic in Pictures it's more a collection of the author's images and rally photos and as such I would suggest it might complement any Vespa books you currently have, rather than be considered as a replacement for anything with a more thorough story.

Sorry, but for pictures of riders and their scooters I prefer My Cool Scooter which I reviewed in the June edition of *Scooter*.

Andy

MITO LAMBRETTA DISCS

Italian performance company Mito has made a few updates to its Lambretta disc brakes as follows. Via its UK importer, AF Rayspeed, it now offers a basic version with single-sided floating disc which has a static Stage 6 RT calliper fitted. There is also an anti-dive version. And for maximum stopping power, a twin disc version is available too, which has smaller discs than the single, and is currently an anti-dive version only.

AF tells us that Mito has recently changed disc and back plate set-up – older models having an aluminium disc mounting plate, 2015 models using an all steel item – and all parts are interchangeable regarding upgrades, so that if you buy the single disc brake you could later add the anti-dive components, and if you wanted build a twin disc set up too, although how cost effective this would be we're not sure at the moment.

Quality European made parts don't come cheap of course, the single brake retailing at £478.80 and the twin at £600.

By the way, AF told us that while cheaper hydraulic master cylinders from Asia do work, they are maybe not the best for a good quality disc brake set up, using twin piston callipers for example, and especially twin discs. AF generally recommends LTH master cylinders for feel and performance, and Venhill brakes hoses, but it's up to you.

Just remember that if investing in a fancy disc brake set up, that each component is as important as the others, so don't go scrimping in one area and expect it all to work just as well! For more information contact AF Rayspeed on 01944 710693.



Grass tracking in Venlo

Scooter grass tracking at the Venlo rally has a bit of a tradition and this year a round at the rally will also be part of the official German Vespa Club Racing Series 2015. Still a cheap and simple way of having fun with a scooter, there is only one open class with no limitations to make, model, capacity, tyre choice and engine or chassis modification. All you need is protective riding gear, boots and a few strips of tape over the glass. For more information check out the Venlo Scooter Rally Facebook page.

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Scooter magazine: scene but not herd.

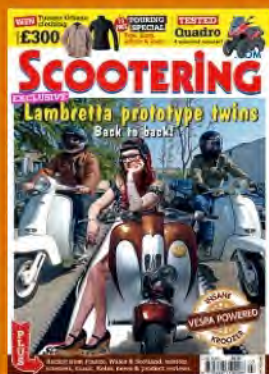
Andy

Andy Gillard
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This month we've been listening to...

Baked A La Ska – Gas Mark 3 (Limefield)

An 11 piece from Manchester, this is allegedly their 'slow burner' album, though I'd beg to differ after the first listen.

Chasing Ghosts kicks it off and while lively enough didn't grab me anywhere near as much as the cover of Blancmange's *Living on the Ceiling* – pure genius, a great follow on and great song to skank up. *Ya Mama* has a unique feel to it, modern yet original, while *Time* takes you back with some good ol' fashioned reggae toasting. The other covers are *Iron Man* (Black Sabbath in a reggae style - why not?) and most strangely, *Oompa Loompa* from the original Willy Wonka & The Chocolate Factory film – that's just left-field! Manchester take a calypso look at the wet weather their home city, all ending in a little lovers rock with *Moon and Back*. There are 11 tracks in all here, and if that's not enough check out their version of Gary Newman's *Cars* if you ever see them live!



Stone Foundation – A Life Unlimited (The Turning Point)

Latest album from **Stone Foundation** is a scorching selection of small town soul gems. There's special guest appearances from **The Four Perfections**, **Nolan Porter**, **Dr. Robert** and **Graham Parker** on various tracks, plus **Horace Panter** designed the sleeve artwork. Standout tracks for me from 10 absolute gems are *Beverly*, *Something In The Light*, *Speak Your Piece*, *Learning The Hard Way* and *These Life Stories*. The jewel in this crown is the funk-tinged *A Love Uprising*. An essential buy, catch them on the A Life Unlimited tour at a venue near you. www.facebook.com/stonefoundation

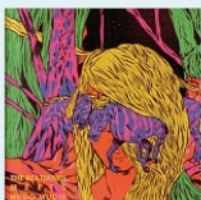


The Beatdown – Meets Hugo Mudie (Stomp)

This album was apparently conceived during an alcoholic meeting between Hugo Mudie of Canadian hard-edged punk band **Sainte Catherine** and members of compatriot reggae/ska band The Beatdown in a bar.

Perhaps unsurprisingly, this album leans heavily towards something of a post 2-Tone sound with more emphasis on reggae, with Mudie giving an edge that has perhaps been missing from The Beatdown's earlier releases. His voice – varying from soulful to punky, and occasionally managing to be both at once – give a depth and feeling to this album that lifts it above the ordinary. All that said, there is also a definite and undeniable American feel to the album, recalling early Aggro-lites material and the recent output from famed Chicago label Jump Up Records. A hard edge over a solid reggae groove which 'just works', but it's not a copy of either, that's just the area it lives in – if you like those, then you'll love this.

After saying that, you could perhaps get the feeling that it may be derivative and retrospective and, in terms of the style it utilises, perhaps this is true, but it's what they've done with that style that makes this record one that deserves and rewards repeated listenings.



Various – Virgin Front Line Presents... Reggae Discomixes (Spectrum)

The introduction of the 12in single in the 1970s revolutionised not only the way record buyers enjoyed their favourite releases, but also allowed artistes freedom to offer more than just a three minute single. Reggae acts and producers both in London and JA were happy to sit in their studios, continuing beyond the radio-friendly time limit to produce 'versions' of their latest singles to be played in discoteques the world over: club reggae had arrived. The cover here claims 24 Killer Extended Mixes taken from Virgin Records' Front Line imprint, a dominant force in the Jamaican music market throughout the tail end the 1970s, and if that is your thing, then they're dead right. **The Mighty Diamonds**, **Sly Dunbar**, **Culture**, **I Roy**, **The Twinkle Brothers**, **Prince Far I**, **Gregory Isaacs**, **Delroy Washington** and **Big Youth** are just some of the names here, the bass lines bad and heavy, the feeling irie and all told a great soundtrack to the summer.



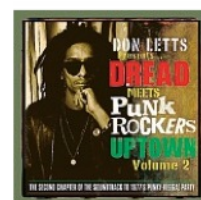
The Moment – The Only Truth Is Music (Inferno)

Eighties Mod revival trio **The Moment** return with a new offering *The Only Truth Is Music*. A 12 track CD, it's a blend of soul inspired power pop, although Penelope Wood does nod in the direction of a Sergio Leone sound-tracked Spaghetti Western. Other numbers that caught my attention are *Now You're Staring*, the oddly titled *Leck Mich Am Arsch* and the superb closing and album title track. The Moment consist of **Adrian Holder**, **Robert Moore** and **Buddy Ascott** and all three have a pedigree within the UK Mod scene that dates back to the 80s. The *Only Truth Is Music* is classic Mod inclined music for today.



Various – Don Letts Dread Meets Punk Rockers Uptown Vol 2 (Universal)

Due for release at the beginning of August, this double album is compiled and annotated by DJ, recording artist (Big Audio Dynamite) and film director Don Letts. Finally providing a long awaited follow-up to the acclaimed first volume, issued some 14 years ago, the 38 tracks here include many of those Don spun at the UK's first punk club, in the late 1970s. The content is very much reggae orientated with a healthy dose of original dub. Personal preference plays a part of course, but if I had to choose between them then the 20 track disc one has received marginally more plays so far. **Zap Pow** start us off with *This Is Reggae Music*, **Aswad's** *Warrior Charge*, **Johnny Clarke's** *Roots Natty*, **Black Uhuru's** *Sinsemilla* (which sounds great with the bass turned up high!) and **Toots & The Maytals** with *Funky Kingston* (a well-known yet still great track from Toots) are also included, along with **Max Romeo's** *Chase The Devil* (which for those that don't know, is what The Prodigy sampled for *Outta Space*). But then disc two does include **The Wailing Souls**, **The Mighty Diamonds**, **The Heptones** with *Party Time* and **Third World's** *Cool Meditation*. Add to all this a booklet full of notes and images courtesy of Don himself, and it's a very neat package indeed.



This months reviewers are Andy, Nik & Sarge

Remade Lambretta Luna parts

Scooter Restorations has announced the arrival of some remade Casa Lambretta parts suitable for the Luna range of scooters. In no particular order we have the chrome rear handlebar embellisher with 'Lambretta' logo for Vega 75 and Lui 50CL models retailing at £20, a chrome headlight rim for the Vega 75 model only at £39.95 and engine silent block bushes for Vega 75, Lui 50C and 50CL models, retailing at £25 each (don't forget you need a pair).

All these and more are available from Scooter Restorations who are the UK's Casa Lambretta importer and you can contact them on 0115 927 7277 or visit www.scooterrestorations.com



GRAN TURISMO 'CONVERSION' SMALL END BEARING

New from Richard Taylor's Gran Turismo brand is a special small end bearing allowing the use of pistons with a 16mm gudgeon pin (i.e. most dedicated Lambretta pistons) with con rods designed to take pistons with an 18mm gudgeon pin. This permits the use of con rod conversions using 22mm eye con-rods (such as Vespa Ape or many Outboard/MX rods) and then being able to fit any piston using either an 18mm pin or a 16mm pin.

The new conversion bearing will be available in two widths: 20mm (for TS1) and 22mm for many Japanese pistons. The anticipated retail price will be around £8.

This development has come about because Richard is soon to take



delivery of some purpose-made Lambretta race crankshafts which utilise a 110mm long con rod with a 22mm diameter small end eye. This rod natively accepts any 18mm gudgeon pin piston, but with this conversion bearing the same crank will also accept any 16mm piston making it potentially the most adaptable crank on the market. More news soon.

Endurance racing at Magny-Cours

The fourth 10 Hours Scootentole de Magny-Cours, France, takes place on September 26-27 this year, and registration is now open with an invitation to anyone with a classic geared scooter to enter. Nicknamed the 'Little Bol d'Or' this French event, organised by Scootentole Association will take place on the 'Club Circuit' there which is 2.5km long and this year they can accept more than 35 teams. Over the weekend are two practice sessions on the Saturday (one timed) with Sunday being the race day, starting at 9am, with further practice (at an extra cost) available at a nearby kart circuit. The cost of entry to the Endurance race is €120 per rider (a maximum of five allowed per scooter). This includes practice and race, transponder rental, drivers' insurance, two breakfasts, lottery ticket for each driver and bivouac/ camping on the campsite. Any accompanying people will be charged €10 each for camping. Payment can be made by bank transfer, quoting your team name, which must be done in advance, naming riders and the mechanic, scooter details, etc, with the rules including that all scooters must be full bodied (no cut frames) including headset, panel and mudguards, and have lights and road legal tyres. Enquiries can be directed to Jean-Luc; endurance@scootentole.org and info found here: <http://scootentole.org/phpbb3/viewtopic.php?f=2&t=110012>

MISERY OF THE MONTH



This month's nominee is Joe from the Vulcan SC, the incident in question taking place on the recent Cockwombles SC holiday to Brittany.

This photo shows just why you don't put a tin of Tyre Weld under your scooter's seat and then sit on it!

Apparently it was a nice snowstorm effect for the following scooterists and the sticky consistency of the aforementioned product is apparently a pain the arse to get out of your hair!

(Words by Geof Panic, Photo by Big Si)

Close Ratio Vespa Gears

Pinasco has produced a new range of modified gear clusters for Classic Vespas with closer ratios in both third and fourth gears. These are available for both large frames and smallframe Vespas of different varieties and capacities, from 50 to 200, and VE UK are the people who will be supplying dealers in the UK. www.ve-uk.com/dealers





WORKSHOP ESSENTIALS



Each month we'll be visiting a scooter shop somewhere in this wide world of ours – whether its speciality be restos or racers, engineering or basic servicing – and heading into the workshop to find out what the people there consider essential to keeping it running smoothly. This month we dropped in on worb5...

Worb5 is a German scooter tuning shop run full-time by Andi Wrobel since 2001. The shop specialises in all sorts of handmade engine tuning, assembly and preparation for Vespas, Lambrettas and automatic scooters. Andi is probably best known for his 265cc Lambretta 'Spezi' liquid-cooled RB sprinter.

Located in the centre of Koblenz just off the main road through the town (that also follows the Rhine and passes the impressive local brewery), the tool Andi has chosen is one which he will have used when creating Spezi's extra-long stroke crankshafts...

Andy & Sticky

What is your workshop essential?

For us it is very important to have a dyno and also a facility for aluminium welding but my essential item is a crank press. It is not easy to find somebody who can replace con rods so I had to learn how to do it myself.

Where did it come from?

It is a hydraulic machine which I built myself about 20 years ago. It is based on a hydraulic lorry jack that can lift 25-30 tonnes, with a frame made using welded steel H-section.

Why did you make one instead of buying one?

Because it is specially made for the smaller cranks fitted in Vespa and Lambretta scooters, but not motorcycles.

Is that all you need to rebuild cranks?

No, the most valuable parts are the small accessories that are needed for pressing all the different sizes of crank pin and to support all the different cranks while they are being pressed. These are pieces that I've built up over the years.

What's so difficult about the job?

Every crank is different. You must have a lot of feeling when you re-press a crankshaft



and my machine allows that, a bigger one would not. If you have a very rare crank from a customer you have to take care. For that reason I do all crank and con rod assembly myself.

What kind of crank repairs do you do?

Several kinds. We can simply change the pins, bearings and con rods, or we can offer replacement eccentric pins which we make ourselves. This press means we can also repair rare old crankshafts for which there are no modern reproduction parts today, and we can often upgrade them too, maybe with a Japanese con rod for example.

Do you also create crankshafts?

Yes, we make crankshafts for special engine projects here in Germany. Several years ago we also began making very long stroke Lambretta cranks, about 72 stroke, we made those crank halves. Almost every crank we make we have laser welding to prevent twisting.

You fitted one to your Lambretta sprinter?

Yes a 70mm stroke with halves I made. That had 53 German hp on the rear wheel, and many years ago I think we achieved 12.9 seconds on a standing quarter-mile sprint.

What is the most common job you use it for?

Putting DRT eccentric pins in to a Vespa P200 crank to take it from 60 to 62 stroke.



Have you had any unusual projects?

We get many special requests, but maybe not really unusual. We have a customer's Vespa SS180 in that needs more torque. We are exploring many possibilities, maybe an old Pinasco kit, maybe a Malossi, but first we explore the stroke options. Maybe a DRT pin will fit, maybe one of ours, or maybe we will have to build a custom made pin for the customer.

Do you use the press for other tasks?

Yes, for example we pressed our worb5 Cosa sprockets together. We have a mixture of Cosa clutch and Malossi sprocket, which we made for a stronger product.

DETAILS

Name: Andreas Wrobel

Job: worb5 owner

Location: Koblenz, Germany

Last scooter ridden: My water-cooled Lambretta. It used to be only for sprint racing, but now I use it on the road.

Tested Sena Prism Bluetooth Action Camera

Sena tells us that its Bluetooth Action Camera Prism is the first on the market that provides authentic Bluetooth technology. The main use of this is with its intercom units (which I've been using for a while now), although there is also a smartphone app to change settings and offer a handbook; the latter is essential for there are so many features with this little camera that it's easy to forget stuff!

So firstly, yes it is a little camera; both in weight and dimensions, and you hardly notice it (quick release) mounted to either the side or top of your crash helmet. These, along with the waterproof casing, are the extras that come with the Lite kit. If you opt for the 'full' Prism kit, you'll get loads of other mounts too such as handlebars (and potentially crash bars I suppose?) and suction cups, the latter good for flat panel work. By the way the Prism has a 'flip image' mode should you decide to mount the camera upside down (just remember to turn it off when finished!).

Now while the Prism itself has buttons to scroll through the menus and operate the functions, with a combination of a LCD screen on the side and different coloured lights on the top telling you what mode you are in, you can do all this at the press of a button on the Sena intercom via Bluetooth.

Switch the camera on, press and turn the dial and through the intercom speakers you hear 'video mode'. Press it again to hear 'recording' and you're filming the action. Press once more to hear 'recording stopped'. It really is as simple as that. You can even turn the camera on and off via the intercom, and because the intercom unit is connected to the left side of your helmet (the QR camera mount attaches to the right), you operate it without taking your hand from the throttle, the big round dial button very easy to use indeed, even with thick gloves on.

Your next option while riding is to take photographs, for which you can select single shot, burst or time-lapse modes. Single takes one photo at a time when you press the



button, burst will take three, five or 10 shots in a burst depending on what you've set it at, while time-lapse captures an image at preset intervals from one to 60 seconds, which again you can set. So if for example you were riding along an amazing road, then you could set it to take a photo every 10 seconds.

Clarity is good too, as you can see from the photos here, and the video on our website. If mounted well image stability is impressive, although while it coped well with riding into and out of tunnels during the day, at night time it isn't so good.

The field of view has two options (90° or 137°, I shot in the latter) and quality of both film (480 to 1080) and photos (3 to 5 MP) can be changed too, depending of course on how much you'd want to fill your memory card up. That's extra by the way, I bought a Class 10 (for HD recording) 32 GB card, the biggest it will take.

How much will the card hold? Well once the novelty of the camera wore off, I realised that I wouldn't be filming every single mile of a journey. As such, although I planned to empty the card or carry a spare, the reality was I shot less footage than I expected. As an example a two minute high-resolution video took about 170 MB of space, and the photos reprinted here come out at 1-2 MB each in size, so that's a lot of photos on a 32 GB card.

As for the battery, Sena claims it has a life

of about two hours (spare batteries are available), but you can set it to automatically turn off after five minutes to conserve this.

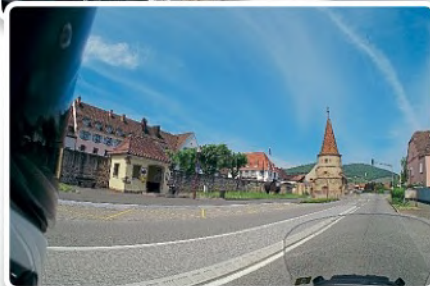
Finally, the intercom unit gives you the option of using them to record a commentary along with the film as you ride.

As intercoms my impression of them has increased over time. The clarity of rider-to-rider conversation is good as is the 'noise reduction' option when not talking.

Sticky has a Sena too and we've spoken to each other via mobile phone using the Sena's Bluetooth, both marvelling at how clear the conversation is despite riding and being countries apart at the time.

The Prism Lite package (camera, battery, waterproof housing, lens cap, USB cable, helmet clamp mount and helmet surface mount) retails at €219, while the full Prism package comes with the above plus more mounts than you'll probably need at €269. The Sena SMH10 intercom I've got here retails at €219 for a single unit, or €399 for a dual pack. For more details visit Sena's European online store, visit: eu.buysena.com
Andy

■ Photos here were taken over the last few months with the Prism helmet mounted while riding either a Lambretta Li 225 or Suzuki Burgman 650. To see video footage visit www.scootering.com



Top left: Photo (in Swiss Alps) shows optional date stamp on picture. Bottom left: The Alsace wine route through France. Below: (EuroLambretta, Austria) Photos are good enough to read number plates on other vehicles.

Popular Twins

Following *Scootering* magazine's exclusive look into the Innocenti twin cylinder prototype SX200s over the last couple of issues, we received a positive amount of feedback from readers requesting more information...



Above left: The unique front hub with external disc. Works perfectly but presumably far too complex to be mass produced? **Above middle:** Inside view of the 12in wheeled Twins engine sidecasing showing where they had welded in a thick ali disc to mount the rev counter drive unit. **Above right:** The Series 1 type clutch crownwheel with built in cush drive and Lambro centre spring.

We therefore went back to the chaps at Rimini Lambretta Centre, who had carried out the 'conserved restoration' on both machines and asked Dean Orton if there was any more information that we could pass on. As it happens there was plenty...

Scootering: What else did you discover about the oil injection systems when the engines were stripped?

RLC: The two engines were totally different with unique main casings and sidecasing covers. Only the mag flange parts were

identical. The engine in the second Twin we restored (the one meant to have 12in wheels) was 5cm longer to allow for increased wheel clearance. This engine was more 'developed' than the 10in wheel engine as the front sprocket was already fitted with a pressed on Cometa type drive-disc to operate a two stroke oil pump. The drive-side bearing flange had an odd-shaped raised platform incorporated into the casting, for the oil pump to sit on. Again, the shape of this platform confirms that the oil pump was the same as that used for the Cometa 'Lubematic' oil injection system, as it's identical to the same

mounting area inside the 75cc engines. The fact that all this was going on at least two years before the Luna line machines were to be manufactured shows how far ahead their technology was. What is odd is that the 12in wheeled scooter had all the engine mods done for the autolube set-up but it had absolutely no alterations to the actual frame for the oil tank or a pressed in spy-hole for oil level. The frame of the 10in wheeled scooter on the other hand had been heavily modified for all these changes but the engine was not pre-drilled for the oil-ways and it was definitely not ready for the autolube set-up. A real mix n' match.



Above left: Unique drive sprocket set up designed to take a Cometa oil pump drive mechanism. **Above right:** Driveside crank bearing flange with raised platform for the oil drive pump.



Left: Full size, lightened flywheel allows the engine to rev freely. **Above left:** Unique magside flywheel flange that is a mix between TV1 and J design. **Above right:** 50mm Borgo pistons were used and I bet the internally cast part number isn't in the company's catalogue of that year. **Below:** The barrels with raised inlet manifolds courtesy of a couple of thick ali blocks.

Scootering: What gearing was fitted to the engines and were there any other surprises?

RLC: Both had normal SX200 gearboxes fitted but the 12in wheeled Twin had an early type clutch sprocket with the built in cush-drive. This is understandable as neither front sprockets had any form of dampening. Without some form of cush-drive, all the gearbox components take a massive hammering and in my opinion that is why the rear hub on the 10in wheeled Twin was smashed up internally. All the shock of the transmission would have caused it to break. That scooter only has 8000km but the engine was worse internally than the other Twin (with the cushdrive type clutch sprocket). That Twin has 35,000km on the clock and was pretty much all shipshape when we stripped it. The only other difference compared to standard gearboxes was the use of a Lambro centre clutch spring in the 12in wheeled engine. Oh, and one chain has a bright orange link. Don't ask me why though!

Scootering : We already know one Twin had cast iron barrels whereas the other had ali barrels. Were there any other reasons for the increased power output of the latter?

RLC : We had our Lorenz measure the port timings on both scooters but there was very minimal difference. There was a difference in barrel height though between the two ali barrels and one had a much larger squish gap. The Nikasil lined bore on one of the ali barrels was also completely worn through at one point so we had both replated as part of the resto' process. All the barrels, pistons and heads were numbered in some form or other and the pistons were all dated. The carb atomisers on the Twin with 12in wheels had some of their holes carefully soldered up by the technicians in the Centro Studi but none of these points account for the 2bhp difference in power output.

Scootering: What was the hardest part of the restoration?

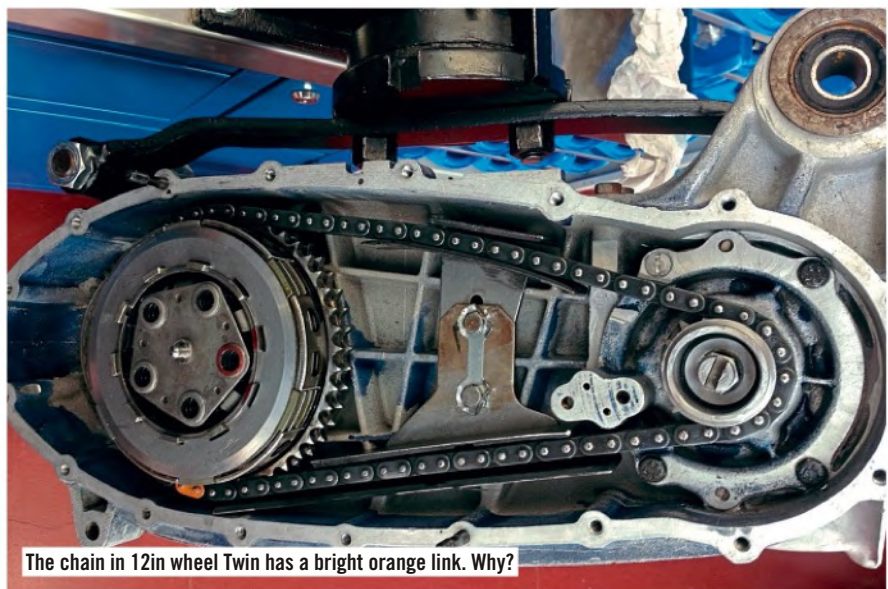
RLC: On the Twin with 10in wheels, the repair of the broken rear hub – which is a unique part – was a real headache. The central part that holds the cone had cracked. The aluminium around it had shattered and the cone area had broken away from the actual ali hub casting.

That was the reason why the scooter had been laid up and stored, until we restored it. We had to repair it or the scooter would never have been rideable again. Once it had been repaired, we had to blow it over with a paint in the same colour as the engineer's blue on the hub, and then tarnish it so the repair couldn't be seen. It actually took three attempts to repair. On the Twin with 12in wheels, the exhaust unit had done it's time and was completely shot.

After 35,000km of use and abuse (Vittorio actually used the scooter extensively during the 90s riding it everywhere to Lambretta rallies!) it really needed a new exhaust but again, it's a



unique part so there was little choice but repair it. We removed the lower section (which luckily gave *Scootering* readers a unique chance to see what was inside) and pressed a new one, complete with ribbed, strengthening membranes, which was then welded back in place. The front disc hubs – again unique to the Twins – were interesting to restore, albeit complex internally.



The chain in 12in wheel Twin has a bright orange link. Why?

TESTED Jordan's riding kit

Buffalo Coolflow ST Jacket

RRP £99.99

www.thekeycollection.co.uk

Overall, my experience so far of the Buffalo jacket it has been faultless. The fit and shape of the jacket means that it is very comfortable to wear, especially when riding over long distances. The removable armour (shoulders and elbows, with a pocket in the rear for an optional back protector) and sturdy construction of the jacket (600 Denier polyester) means it feels reassuring when on, giving you some confidence you are protected should the worst happen.

I personally really like the fact the jacket zipped together with the trousers. This offers another level of protection by preventing the jacket riding up, exposing bare skin to the road surface. There is also reflective detailing for safety at night.

So far the weather proofing has been good, with keeping warm not an issue and it seemed to cope with most showers fine. Also, another nice touch is the 'double front', the two zips should offer extra waterproofing on a notorious area for water penetration.

Meanwhile, when the sun is out, zip-out waterproof and thermal liners can be removed and mesh panels exposed in the front, back and arms to keep you cool, while the jacket does not win many awards for style, it does make up for that quality and price. Comparing it to some of the more scooter-friendly jackets by Corazzo I've owned, it comes in at nearly half the price.

Buffalo Coolflow ST Trousers

RRP £79.99

www.thekeycollection.co.uk

Motorcycle trousers were something I never entertained when I first started riding scooters. However, now, after realising how

much protection from the weather and road they offer I wouldn't dream of wearing anything else!

Unfortunately though, in our occasional hot weather I've found they often get too hot and uncomfortable, so it's nice that these Buffalo trousers with a removable lining. Also, the mesh material offers breathability meaning they don't get too bad in the first place.

One thing I would have liked to have seen would have been a small piece of armour fitted at the lower back like other trousers I've used, but they do have pads on the hips for increased protection as well as removable knee armour too. The plain design and price also mean that they would make a decent standalone pair of trousers, without the need to purchase the jacket too (to which it is designed to zip together with).

Weise Vagos Gloves

RRP £44.99

www.thekeycollection.co.uk

These Weise clothes are a nifty pair of summer gloves. They are lightweight and well fitting, meaning they aren't quite as clumsy as winter gloves. However, being summer gloves they do not have the skirt that covers your wrists and overlaps onto the jacket.

This obviously leaves your wrists and arms exposed to the elements, but I suppose as they're not waterproof you wouldn't be wearing them on a rainy day anyway. Made of goat leather with knuckle and finger reinforcement and memory foam inside the knuckles, these gloves are probably some of the comfiest I've owned and would recommend them to anyone looking for gloves to wear in the current good weather.



Duchinni Jota Boots

RRP £84.99

www.thekeycollection.co.uk

I must admit to being rather ignorant to this area of riding gear; I've never owned a pair of dedicated motorcycle boots. Previously I've just made do with what I've had to hand, monkey boots, hiking boots and work boots... which has unfortunately meant that I've been bordering on developing trench foot from time to time!

These Duchinni boots though are fully waterproof, with no laces for water to ingress. Not only that, being designed specifically for use on a motorcycle these offer you genuine ankle protection. There's been a minor case of irritation; the zips snag on the leather lining when taking the boots on and off. They're not pretty or stylish and your mates may call them 'cross-dresser's' boots, but I'll let you decide if the protection and a dry feet outweighs that!

Tasso LML Digital Speedo

Tasso UK Ltd tells us that this is the first digital speedo designed with the LML Star range of scooters in mind thanks to plug and play connections, but it can also be fitted to Vespa models with a Suitable headset. Finished with a black face and stainless steel rim (other colour ways coming soon), the TS020 speedo features LCD MPH and RPM display, a fuel gauge, odometer, hi/lo beam, indicators, neutral/ECU lamp, brake light (a feature on the standard LML that I'm still not sure I understand), and it utilises a standard LML/Vespa PM Mk1 speedo cable.

The RRP is £99.95 (free P&P in the UK) and for more details contact Tasso UK Ltd on 0208 150 7274 or via www.tassoparts.co.uk



BGM Big Box Touring Pipe

Finally available is the new BGM PRO Touring Big Box, designed to fit all Largeframe Vespas with 8 and 10in wheels (version for the T5 and GS 160 / SS 180 will follow later this year).

The Touring has been developed to deliver the power in the same rev range like a standard Piaggio exhaust, but Scooter Center Köln tells us that, "it simply lifts power and torque considerably". It continues, "The good pulling power from idle speed onwards makes it the perfect companion for all street engines."

The standard looking box pipe gives a broad power band, can be used with spare wheel and compared to an expansion pipe it has better cornering clearance. Available from Scooter Center and thru the BGM dealer network, the recommended retail price is 159 €. www.scooter-center.com





WORLDWIDE NETWORK

For the last 30 years Casa Lambretta has been dedicated to the maintenance and restoration of vintage scooters.

Our fully equipped workshops are professionally staffed by three competent and enthusiastic mechanics.

95% of all Casa Lambretta parts are produced in Italy, utilizing the original Innocenti designs, drawings and documentation preserved within the on-site Scooter Museum.



CASA LAMBRETТА - MAKING THE DIFFERENCE!

Engine oilseals for Lambretta's have always been problematic and with the advent of modern fuels, which can cause damage to the oilseals, the situation has become even more important to resolve. Casa Lambretta has done just that and produced an exclusive range of oilseals in Viton which are resistant to all modern fuels and their additives. An added bonus is that the special driveside oilseal for all Series 1, 2 and 3 machines also has a much larger internal lip to prevent damage to the inner spring during assembly! Available NOW from Casa Lambretta dealers Worldwide!

THE NEW '2015 CASA LAMBRETТА CATALOGUE'!

We wish to apologise for the fact that the free catalogues we had promised for those attending the 2015 Lambretta Jamboree in Austria were not available at the time. The catalogues are now available so to claim your free copy, please present your rally ticket at any Casa Lambretta dealership!

New! MADE IN ITALY



www.casalambretta.it

Tested **Shoulder Bags** By Andy

Sidi Luxe Flight Bag RRP: £44.99

www.sidiselect.co.uk

Sidi have recently launched its casuals range, of which this rather tidy flight bag is part. Available in a retro black or white leather look, it is fully lined, has an adjustable tricolour shoulder strap, and features two lined zip-secure outer pockets, one zipped inner pocket for security and a padded pocket for laptop or tablet, into which my 13in Macbook fitted fine.

While the Sidi does offer function as well as fashion, I'd suggest it's more for casual use than a rough, tough laptop bag, but there's no denying it's the most stylish of the bunch here.

Pros: The most stylish of the lot here. A simple, basic retro sports-style bag.

Cons: A simple, basic retro sports-style, not so good in bad weather.



Givi T465 Soft bag RRP: Approx £70

www.givi.co.uk

A dedicated laptop or messenger bag for riders, this boasts a 12 litre capacity, waterproof zips (though the bag doesn't claim to be fully waterproof) and plenty of pockets too, as well as being fairly stylish in a modern way. Inside you'll find somewhere for your mobile phone, keys, wallet, camera and a laptop (they claim up to a screen size of 17in), so it's all quite neat and functional, as is the external pocket.

For when you're riding the shoulder strap is secure and adjustable, and a nice feature is the extra safety strap to pass around your body.

Pros: Looks good, lots of pockets, security strap, Givi reputation.

Cons: Not completely waterproof, possibly too many pockets?



Shad-zulupack SW18 Waterproof Laptop Bag RRP: £64.25

www.shad.co.uk

With an 18 litre capacity this is the biggest of the three here, and the only one that claims to be 100% watertight. Made in 420D nylon with double-sided PVC coating and PVC watertight zipper, you fold the top down to make it watertight on closure (so far, so good!).

There's a removable padded inner bag for your laptop, which was okay for my 13in Macbook but may not take those much wider, with handy mesh pockets and pens compartment. There is an external document pocket in the rear of the main bag, and a bigger front pocket, and straps for both shoulder carrying as well as securing to a bike rack.

Pros: Probably the most practical for a scooter rider, waterproof and secure fastenings.

Cons: Least aesthetically appealing. It's so waterproof it's air tight and really needs a release valve when rolling the top down!



Polini Evolution Kit

The new Evolution 2 kit from Polini is, we're told, "specific for racing on track for the Vespa Class 135cc category".

The blurb continues: "The main feature of this new cylinder is the fitting that has been studied to work both in the original position and in the 'turned' position often used during the races on track. This position also favours the development and assembly of the muffler. The engine has more power at every rpm."

The Evolution 2 kit has a cast aluminium barrel with 58mm bore and "Nickel-Siliceous coating" with six transfer ports. The piston is gravity cast with two chrome rings and Polini tell us that the kit, with rotary valve induction can be fitted to all 125cc Vespas with crankshaft that has same measurements as the original one. Also available is a Polini balanced crankshaft, with its connecting rod milled from a block, that maintains the original 51mm stroke.

With all elements of this kit made in Italy, the guide price is €388 + VAT.

www.polini.com



Scooter Accident Essentials

Advertisement

THE SEVEN THINGS YOU MUST KNOW ABOUT SCOOTER ACCIDENTS...

The rules on making an injury claim changed on 1st April 2013 but there are still insurers and claims companies ripping off innocent accident victims. As a scooter accident solicitor for 25 years here is my essential scooter accident survival guide you cannot live without should the worst happen.

1

Do not ring your insurer....first!

Insurers only owe a duty to their shareholders to make profit. They know all about accident claims and will spot any opportunity to make money out of your case and this may be against your interests. Get even by calling an expert accident lawyer first for advice.

2

Never ring a claims company!

Claims companies only make money by either illegally selling your details to a solicitor or by taking money from your case. They cannot take your case to court as only a solicitor or legal practice can do that. If you call a claims company you are just giving away your money from your case for nothing.

3

No win no fee is good for you

Despite the press saying differently no win no fee means you will not face a legal bill if you lose and if you win you will only have to contribute up to 25% of your winnings towards your costs. This is a great system as your lawyer and not you is taking all the financial risk.

4

Do not feel bad about claiming

Insurance companies skillfully put out stories of fraudulent cases to make everyone feel bad about claiming. They do this to reduce the amount of claims and make more money for their shareholders. Don't be duped. If you have been injured it is your right to be compensated.

5

Pick your own solicitor.

Insurers insist upon you using their "panel" of solicitors. Why? Well most have a financial arrangement with them and chose them not because they are good but because they pay. They cannot insist on you using them so don't let it happen. Get your own lawyer who only has a duty to you not shareholders.

6

Think it's your fault...think again.

I have lost count of scooterists who have not claimed because they assume the accident was their fault as they were filtering, overtaking or riding in a group. Always check it out by getting advice from an expert. A call to me costs nothing and I am happy to talk it through even if it is just to put your mind at rest. Call me before giving up.

7

The three year rule.

When injured you must normally issue court proceedings within 3 years from the date of your accident or before your 21st Birthday if you had the accident when under 18. There are limited ways around this but it is always best to act quickly especially because if the police attended their vital report will be destroyed after 12 months. **Act now!**

What now?

If you, a mate or relative has been injured in an accident call me for free initial advice before you do anything else.

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Feedback, Scootering Magazine, PO Box 99, Horncastle, Lincs, LN9 6LZ or feedback@scootering.com

Birthday and thanks

Hi *Scootering*, happy 30 years birthday here's to the next 30 years!

On Saturday, May 30, Baildon and South Bradford scooter clubs did a fun and frolics weekend at Grange Park, Wetherby, a fantastic do in aid of Martin House children's hospice. Here's a big thanks from me for a great enjoyable time, well done Dave Nicks and co. The actor Gary Cooper (Pete Fenton in Quadro) was kind enough to autograph memorabilia for the charity for me which I passed on to be auctioned on the night which was well received. Michaela was the lucky lady to win the bid, and is now the proud owner of an autographed Jimmy poster; we all know the one. Many thanks to Gary, nothing is too much trouble for him to help out autographing for charity!

Steve K'chuck, Baildon (S.C.Y.S.A)

Mini analogy

With fear of appearing to jump on the bandwagon I'd like to say a little with regards Mr WA of Lancaster's letter which caused such an uproar in your letters page. I think people are missing his point. You can't beat the smell of a two-stroke engine, the sound is unique, whereas the new scooters don't have either of these endearing features. I used to own a vintage Mini, one of the proper ones! I'd turn up at shows to see row upon row of BMWs lined up for a 'custom' show! What the hell was all that about? I could have bought one identical to all the rest that same morning.

So while there is a place for the new automatics, they can not and will not ever compete with the classic styles. They will certainly never get the head turns from pedestrians and drivers.

And why, on a ride out, do automatics riders feel the need to keep dropping back and then blatting past the classics? Because they can?

Paul Barton, Staffordshire

Buster's happy fan

This year was our first scooter rally at Santa Pod and it was fantastic. The venue was brilliant, from clean loos to helpful staff and awesome line-ups. Bad Manners were stomping, we even got to meet the man himself, which made our whole weekend!

It's certainly sealed the deal for me to buy my first scooter. I can guarantee we will be back next year for definite. Well done to all involved, top marks!

Michelle Wright, Nottingham

I agree

I feel I must reply to the letter sent in by WA from Lancaster in last month's magazine. Unfortunately I have to agree with what he says regarding the increase of automatic and/or plastic machinery we now see at every scootering event. People may laugh and wonder why other scooterists find them so offensive, however I can truly say that throughout my 25 years-plus of scootering I have never felt so dismayed with the scene. The sight of grown men pissing around on machines with two front wheels and four-stroke engines or plastic twist and go autos that are more suited to 16-year-old track-suited lads fills me with absolute despair. If this is the way the scene is going then maybe it's time I got out; perhaps I'm too old fashioned. I'd rather leave my scootering days behind me than accept this type of scooters and the people who ride them. At least I'd be going with my self-respect still intact.

Graham Milne, Aberdeenshire

WA replies

I'd like to respond to the huge amount of outrage and bile aimed at me in last month's *Scootering* because of my letter of the month before, What Makes a Scooter a Scooter, in which I had the temerity to slag off modern automatic scooters.

Firstly, let me say that, although I knew I'd ruffle a few feathers (how could I not in the circumstances?) I wrote the letter in what I genuinely intended to be a whimsical, if admittedly sardonic way – certainly not with the intention of being pilloried by a baying lynch mob, or in any realistic attempt to create a geared-two-stroke-only mandate for the future of the scooter scene – much as I might want one.

I think some of the reactions to my letter were interesting and did actually give me some food for thought. Others I think were way over the top, and I think one or two might do well to lighten up and stop taking themselves so seriously. I mean come on Tim Brooks of Brighton... well, Hove actually, is what kind of scooters someone does or doesn't like that emotive an issue that you have to resort to name calling and personal attacks? I think you might want to consider re-evaluating your value system, mate – maybe try some anger management sessions.

I wasn't trying to make a case that the Yorkshire Ripper should be released from prison immediately and given the freedom of the city of Leeds. Nor was I suggesting that anyone caught wearing ox-blood Doc Marten boots or blue Adidas Sambas should be

The family of Steve 'Scouse' McKinnon and Leicester Phoenix SC would like to thank everyone for their support and kind donations following his death in June.



arrested, lined up against a wall and shot. No. I was just pointing out that I don't happen to like modern automatic scooters. As far as I know I am entitled to an opinion, even if I'm the only one who reads *Scootering* with that particular opinion. I thought it was a letters page, where individual thoughts might be expressed, not a lemmings love-in!

I don't like modern automatic scooters is all I was saying, and I'm not going to apologise for that fact, no matter how unpalatable such a radical point of view might be to the delicate dispositions of those of you who seem to think you are sworn-in members of some kind of Orwellian Scooter Scene Council.

Obviously, what with the (scooter) world being such a serious place, we should all keep our thoughts and opinions to ourselves from now on in case we say something others don't happen to agree with, especially within the hallowed space of the *Scootering* letters page, and especially when talking about something which, apparently, is such a taboo subject. But while you're sat there sharpening your poison pencils readying yourselves to call me some more nasty names consider this: I'm not the only one; there are others, more than you might imagine, who share my views on modern automatic scooters. And that's a fact not an opinion. Better add some nooses to those emergency tool kits just in case you come across one of us on your travels.

WA. nker from Lancaster

Enjoy the ride

To WA's question, I would answer, any machine mentioned in *Scooter*ing. Two- or four-stroke, manual or auto. It's all about the ride isn't it? As to older folk knowing better, I would guess most of them started on a classic marque, put in the 'hard miles' riding to the Nationals and now feel they have earned the right to a bit of comfort. Finally, given the actual number of autos attending rallies, I would like to think there are more than enough 'real' scooters to satisfy even WA from Lancaster.

Seymour, L.A.S.C.

Rallies

As I've had my scooter for 14 years, I started going to rallies as a solo rider and meeting new local clubs. After four years I put my scooter away. This year it's found a string to pull on in my heart. A friend wanted me to get it ready for his local club show, But working/family/life gets in the way of doing this...

I failed. But went to the show, to get parts for the pending scooter. The moral of the story is, the scooter scene is still friendly, still kind-hearted (full of people willing to help) great music, okay food.

So I'd like to finish off by saying a very big thank you to Rotherham scooter club; my scooter (li125) will be there next year.

Lee

I am a scooterist

I am a scooterist, I was a Mod, perhaps I still am. I love the look of a classic Vespa and Lambretta but I can absolutely see the attraction in the Vespa GTS and I would ride one to work. Also the Modena, LML, and the exciting Scomadi are all great scooters in my opinion and if I had the money I would invest in the revitalised Vespa PX and a brand a new Scomadi 300. These are all good for 'the scene', but what are you doing scooterist, publishing an article on a Suzuki Burgman? This is a motorcycle for people who can't throw their leg over a decent bike or don't know how to use foot operated gears. Seriously, folk going to runs will complain about someone riding this type of 'scooter' and in my opinion rightly so.

Rob, Gloucester

[As you say, you like the look of a classic Vespa or Lambretta, but would consider a GTS for work. It really is horses for courses, and if the idea of a fast, comfortable scooter for touring is your thing, then I can recommend a Burgman.]

For a start, unlike the AJS Modena you mention and other similar looking retro

scooters which are simply rebadged Chinese copies of a classic design (literally), at least Suzuki has designed and developed the Burgman to what it is.

Coincidentally, I've just returned (on my classic geared Vespa) from Cleethorpes scooter rally where on the campsite alone I saw a couple of Suzuki Burgman scooters, a Honda Silverwing 600, numerous Piaggio MP3 scooters, a Piaggio Hexagon, X9, a Yamaha Majesty, as well as a few smaller capacity modern autos. I know they're not to everyone's tastes, but I'd rather see people ride these to scooter events than drive in cars and vans. That's just my personal opinion of course. Luckily we all like different things, hence why the scooter scene is so vibrant – Andy]

LML

In a recent issues the LML has been advertised. I would like to know which country are they manufactured in? Also is it possible to fit a Vintage Vespa 125 or 150 engine on them. Thanks.

Will

[LMLs are manufactured in India, and many older large frame Vespa engines from the mid 60s onwards can be physically fitted into a LML chassis, although most people go the other way and fit a more modern LML engine into an older frame – Andy]

Bulging diary

Flicking through recent editions of *Scooter*ing I must offer congratulations on some packed, informative magazines. The Twins articles are very interesting indeed.

One thing that I must mention however is the amount of scooter club events advertised in there this month. Every year more and more events fill our calendars and as I waded through all of these adverts I've begun to realise that hardly any of them are different to each other.

In fact if you deleted their name and venue, I reckon readers would be challenged to tell one from another, especially all those taking place at holiday camps and caravan parks which all look the same once you walk through the gates too.

And why does everybody seem to assume that firstly scooterists want to spend the whole weekend listening to bands from dawn till dusk? We don't. In fact please assume some of us like to listen to music other than the Now That's What I Call a Scooter Rally CD that people seem to think is all that scooterist these days want to listen to. Also, can none of you think to look outside of the box? Look at the scooter club

adverts in the April for example and you'll see that Secret Affair, Bad Manners, Basketcase and various Jam and Madness tribute bands have the entire season sewn up between them, with most of the other bands on these line-ups further tribute acts and covers bands, culminating in pages and pages of events that have very little appeal to me at all. At least the national rallies only subject us to one band a night!

When did the scooter scene suddenly become full of promoters wanting to put on themed festivals that boast scooter rideouts and parking, and am I the only one that doesn't find this appealing at all?

There have been some great rallies so far this year and don't get me wrong, I've seen some great bands too, but variety please?

Terry Shropshire

Scootering Italy

Wonder if you can help or point me in the right direction?

Both a friend and I are looking to find a scooter rally in Italy for 2016 to celebrate our 50th birthdays... I understand that the Elba Rally is no longer? Can you recommend a rally that we could attend May April time next year?

Mike

*[If you look in the May issue of Scooter*ing the Italian Scooter Club Association has an advert listing all the main rallies there this year. That should give you a rough guide as to what might be happening there next year, but of course you'll need to drop them a line closer to the time to see exactly what's going on as events and dates will change – Andy]

CONGRATULATIONS



Graham and Hazel Mansfield of King's SC Horbury, Wakefield were married on Saturday, June 27 and had a full scooter escort for their special day, for which they'd like to thank the lads and lasses who rode out with them.

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In for the long ride

I was out for a curry recently with some friends, one of whom also happens to co-own a scooter shop. As you'd imagine, the topic of conversation throughout the evening varied from 'how many poppadoms?' to the subject of Vespas and Lambrettas.

We go back a long way, to the 80s (which granted isn't as long as some, but it's a fair while ago now!), when we were both

younger, but just as enthusiastic scooter riders, travelling the length and breadth of the UK – as well as venturing into Europe – in our quest for scooter adventures.

Although at the time we lived over 80 miles away from each other at our respective parents' houses, we'd bump into each other at various events, working the occasional rally together in the old NSRA days, even at the side of the road on one occasion if I recall, and have maintained a friendship all these years later.

I suppose what I'm trying to say here is that the reason we met was the scooters; we both love them and both ride them, and in turn the reason I mention this is because this came up during the course of the evening (after the poppadom debate, but before the 'are we all going for the set menu, or freestyling it tonight?' question). He explained to me that they get customers that are seemingly amazed that the two owners of a reputable and long-established scooter shop are not only interested in scooters but own and ride them too!

Coincidentally, I too get asked from time to time by scooterists at events whether I own and ride a scooter. When I reply that I have done so since I was 16 and have continuously owned and ridden them ever since, I do sometimes get a surprised look. Hmm... although I do understand there are other magazine editors out there who simply 'have a job' rather than a passion for the subject matter of their publication. That said, I'm sure not everyone who works on an aeroplane or steam train magazine owns a Spitfire or *Flying Scotsman*!

I do count myself as lucky too; in the last six months alone I've ridden the bonkers BSG 305cc Vespa for Scootering, the slightly tamer 305 Lambretta, as well as the BSG 209 'touring' kitted Vespa smallframe and two Innocenti twins (which gurgle and sing beautifully), while on the modern side I've tried the first production four-wheeled leaning scooter that I'm aware of, the

“After all, you don't expect the spotty-faced Saturday boy at Currys to be a TV anorak with a knowledge of everything...”

Quadro, in between visiting Italy on a Suzuki Burgman 650. And I love every minute I'm in the saddle. I reckon am a scooter addict.

I tend to use my own (classic geared) scooters for rallies though, recently completing a multi-country round trip to Austria on my Li 225, and as I write this I've commuted 170 miles or so to the office on my Vespa 200, after a weekend at Cleethorpes. To me it's a no brainer.

But I suppose with hindsight such questions about our enthusiasm maybe shouldn't surprise me.

After all you don't expect the spotty-faced Saturday boy at Currys to be a TV anorak with a knowledge of everything dating back to the first black and white valve models and a collection of vintage sets in his bedroom at home.

The checkout person at a supermarket doesn't need to know whether the particular strain of bananas they're scanning is threatened by disease at all which could cause a shortage in bananas the world over in the next decade or so (I don't wish to scaremonger, but apparently they are).

But this is what sets aside most successful scooter shops and indeed the scooter scene as we know it from the rest of the world; the fact that there are dedicated and knowledgeable enthusiasts behind it. I

remember being gobsmacked when Nigel Cox of Weston Scooter Parts told me how many different sets of points there were for the Lambretta LD model (double figures).

Equally, Graham at Kegra Scooters was able to tell by eye immediately that the third standard Vespa PX200 exhaust pipe he'd ordered for me was as unlikely to fit as the first, something that only comes with years of experience.

Sadly though, work often gets in the way of many a scooter shop owner, what with customers demanding six day a week opening hours, breakdowns to collect, new scooters to deliver, mail order parts to be posted, and scooters to be repaired in time for next weekend's rally (even though the customer has had six months to get their twisted crank replaced!).

So the next time you're in a scooter shop getting your bike repaired, engine tuned, buying spares or simply talking scooters, do spare a thought for the person behind the counter who is more than likely a fellow scooter enthusiast who likes nothing more than to spend their weekends away at rallies and events, enjoying their scooters. Except they can't because they've got a scooter shop to run to keep you on the road!

**Ride safe,
Andy**

ABOUT THE EDITOR

Since half pushing, half riding his first Vespa 90 home in the 1980s, Andy has consistently had an unhealthy interest in scooters. Riding them for both pleasure and commuting ever since, he first contributed to *Scootering* magazine in the early 1990s, progressing from part-time, to full-time staff member over the years, and then became editor in 2003.

He's ridden hundreds of scooters, classic and modern, from a 50cc Lambretta Luna to highly tuned Super Monza, and a 1946 Piaggio prototype of the Vespa, as well as snapping the stupidly long forks on an old Vespa PX chopper in Weston-super-Mare back when he was young enough not to care. Today his PX200 is fairly standard, and his Li Series 3 is a parts guinea pig.





Twisted Attraction

When you mention sidecar combinations to most people they either think of Wallace and Gromit, Hagrid, Olive from On The Buses or those 'nutters' that defy gravity around the infamous Isle of Man TT circuit. However, over the years there have been quite a few notable Vespa and Lambretta chariots that have appeared on the scooter scene.



The one you see here came as a part deal when the owner Richard Hall sold his late model Indian Lambretta GP in 2010. Along with £500 he got this base PX200E and 1980s Squire combo; in his words: “It seemed like a good deal at the time!” Richard, a paint sprayer by trade always fancied building a custom ‘three-wheeler’ (he had already experienced the ‘thrill’ of the sidecar with his previous Lambretta combination), so when time allowed he started this project about a year ago. With the help of his mate Richie from Riding Dirty Customs everything was taken apart, and where needed items were replaced or rejuvenated.

While he spent many hours prepping the bodywork, the engine was also given a proper ‘sporty’ overhaul. A Polini 210 kit was fitted onto ported cases, this being fed fuel via a Mikuni pump through a 28mm Dellorto on a Malossi reed valve. The gases exiting from a Revolver exhaust – so although a large ‘lady’ she’s hopefully no slouch on the Tarmac. All of this engine work was done by the owner with the help of his mate Geoff Britten.

As I said earlier, with such a large area of bodywork many hours were spent getting the base perfect for Richard to showcase his art. Using the best materials from House of Kolor and Glasurit he started with a silver base coat. This was followed by a thick 400 micron layer of metal-flake followed by six coats of clear-coat. He then spent a whole day lining out the design and adding the candy apple red and gold – the first time he has ever tried to attempt something like this. Once dry he then added another six layers of clear-coat. In all Richard reckons he spent almost 300 hours on the prep, lining and paint alone; and





“With such a large area of bodywork many hours were spent getting the base perfect for Richard to showcase his art”



materials came to near on £500! I think we can all agree he has come up with a real 'Bobby Dazzler', and it's nice to see a return to 80s style block-work and flake!

With such a showy 'over-coat', there was no way the other bright-work could be left 'Plain Jane'. So next on the agenda was a good smattering of chrome and engraving to the exposed metal surfaces. For these two processes Richard enlisted the talents of Silvacronz Plating in Alton and Jason Lock respectively. There was also quite a bit of fabrication, especially to do with the sidecar. To match the scooter upholstery a 'belted' seat and back pad were made and recovered for the unit. Also bracketry for a very neat fly-screen, and a handy rack were designed and constructed.

The finished machine made its first official outing at this year's Hayling Island rally, where it was greeted with the respect and adoration it rightly deserves. In accordance it also picked up a trophy for Best Paint, not bad for a debutant! It's nice to see an unusual custom, that has been well thought out and has had the majority of the work done by the talented owner too.

Words: Dave Oakley

Photography: Richie Lunt



SCOOTER DETAILS

Owner: Richard hall

Age: 47

Hometown: Gosport, Hampshire

First interest in scooters: 1981, while still at school.

First scooter: Lambretta Li150.

Favourite style of custom scooter: Love seeing stuff that has had all the work done by the owner, but appreciate not everybody can do that.

First rally: IoW 84 on my Li 150.

Funniest experience with a scooter: Had a sidecar on my Lambretta that came loose and sent me through a brick wall!

Farthest ever ridden on a scooter: Portsmouth to Whitley Bay.

Your happiest scooter memories: Riding to rallies in the 80s and early 90s when there were only about nine rallies a year.

Like/dislike about rallies/ events today: Too commercial, some rallies just seem to be about making money for the organisers.

Favourite custom scooter of all time: Loved Dazzle and Exile, they were the benchmark for modern custom scooters.

Recommend one item of riding kit: Always ride with a full face and get the best you can afford.

Name of scooter: Twisted Attraction

Model: Vespa PX200e & Squire Sidecar

Inspiration for project: It seemed like a good idea at the time!

Time to build: A year in total, painted and built by myself with help from Richie at Riding Dirty Customs.

Specialised parts: Sidecar seat and cover.

Engine: Polini 210, ported casings, Malossi reed-valve, 28mm Dellorto, Mikuni fuel pump, Revolver exhaust.

Paintwork: Most of the paint was done by myself; House of Kolor and Glasurit don't come cheap though!

Engraving: Jason Lock.

Chrome: SilverBronz.

Overall cost: Approx £2500.

Anything to add: More engraving, chrome and gold.

Favourite dealer: Beedspeed and Allstyles.

Thanks: Richie at Riding Dirty Customs, Jason Lock for the engraving, Geoff Brittain for the help with the motor, special thanks to the Explosion Museum Gosport for the location.



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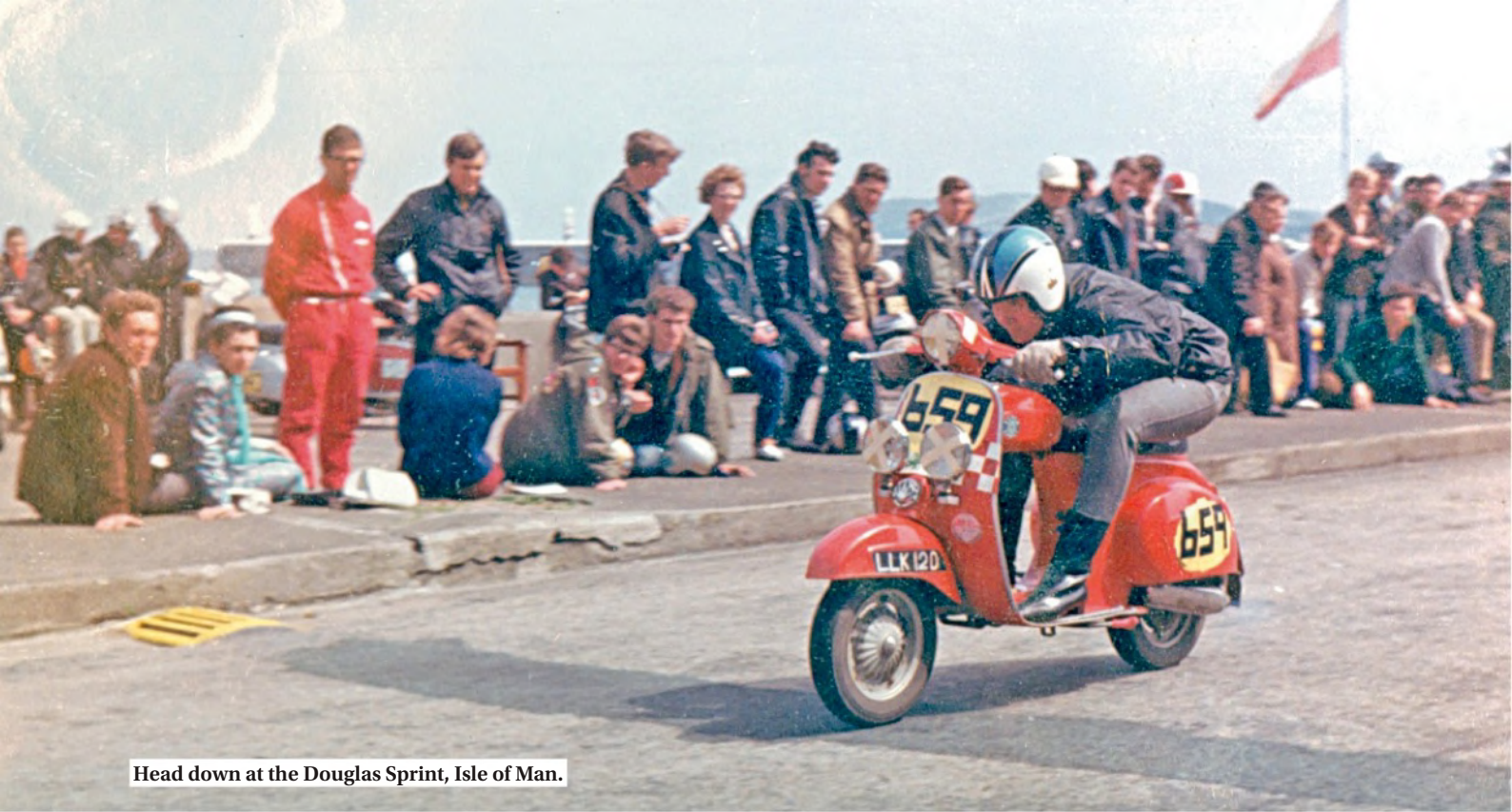
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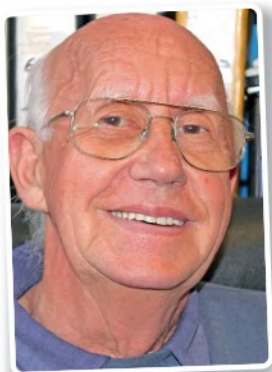
Head down at the Douglas Sprint, Isle of Man.

Tales of Vespisti

Peter Hasler on selling and racing Vespas



Thames Valley Vespa Club throughout the 60s were renowned for their impressive scooter display team. Additionally, club members Peter and Dorothy Hasler won an equally impressive 200+ trophies and awards competing at scooter sport events.



Peter Hasler in 2015.

As scooter sport evolved through the 60s, this husband and wife team were at the vanguard, competing and winning all manner of events both as a team and individually.

We caught up with Peter at his family scooter shop, CBS Whitton, in the shadow of Twickenham rugby stadium, for retrospective look at Vespa scootering over the years...

Sarge

How did you first get involved with scootering?

I had a 152L2 Vespa which I used to commute when I trained and worked as an architect. I got bored with the drawing office, so I got a job as a scooter mechanic at Ketts. I joined Thames Valley Vespa Club in 1964, which is where I met my wife, she was Dorothy Wills then, she had a Vespa 90. She joined the club in 1965.

Thames Valley Vespa Club were well known for their display team. I was never a part of that, I had already got into doing competition events, usually against motorcycles at motorcycle events on my scooter, to start

with. Spike Edwards was more involved with the display team. They could get 20 people on a scooter, the scooters were 92L2 Vespas with reinforced front mudguards.

Prior to buying CBS Whitton, did you always work on scooters?

Yes, Kett's Radios, Televisions and Scooters was where I started in 1964. All we did were GS Vespas, GT Lambrettas and Sportiques. Which made life easy because we got to know the bikes inside out. Prices stayed the same in those days, 52 and 6 for a head race kit and five bob for a spark plug. I worked there for a few years then moved to Scooter Mart in 1968, which did Moto Rumi, Vespa and Lambretta. I had my own Scooter Conversions too, at the same time. I did 12v conversions for Vespas, doing exchange stator plates.

I bought this place - CBS Whitton - in 1974. My one regret leaving Scooter Mart was not bringing the Moto Rumi tools with me, I think they were binned after I left. I bought the shop in 1974 to be my own boss. One of the owners of the company I bought the shop from went on to become Maltese Ambassador in London.



What events got you hooked on scooter sport?

Once I joined the club I got into navigational trials, which I really enjoyed. I sorted out how to read route card instructions like tulip, straight line and all the rest. It was as much down to brain power and skill. Sometimes I'd be the driver and the wife would be the navigator, and sometimes it would be the other way around. I competed in all sorts of scooter stuff, then I got into the racing.

What was your favourite scooter sport event?

I liked taking part in semi sporting trials, which took place both on and off-road. I'd often be competing against motorcycles. I had a bit of an advantage over them as my scooter was more manoeuvrable. I'd sometimes get bogged down if it was especially muddy; the floorboards would float on the mud. I had a distinctive scooter, I was often the only scooter against motorcycles, they got to know I was good at navigational sections. If they were lost they'd follow me, so I'd take them down a narrow lane, do a U-turn and be off while they'd struggle to turn round and catch me! At one event in Dorking, the team I was in won the semi-sporting trial outright. I was in first place on my 90SS, my team mates on a 650 and motorcycle with side car were second and third respectively.

Night navigational trials I'd do with the wife; reading a route card at night at speed is difficult on your own, but with a navigator it was much easier. I had my 12v conversion on my Vespa 90SS, with two spotlights fitted for night events. On the dummy tank I had a

sealed container with a watch reading constant time, and a stop watch which I reset at every checkpoint.

As rules and regulations changed, we had to get permission for every event. One new rule was that you could only have a checkpoint within 500m of a dwelling. All you had to do was look at the Ordnance Survey map to see where the checkpoints were likely to be. It made it very easy; you'd stop just around the corner from one, make sure you were on time, then pop round!

Did you take part in the Western 250?

Yes, it was a hard one, a 250 mile trial at night. We'd finish work then the wife and I would ride down there – sometimes we'd take the scooter on the train to get there in time for the start. One year I put a seat off a Rally on – 90SS had quite short seats – the idea was to make it a bit more comfortable for the two of us, but it put extra load on the back wheel. On that particular Western 250 we had three blow-outs. I had two spare wheels on the scooter. The last blow-out was on the M50 close to the

1: Peter checking over the Moto Rumi.

2: Peter and Dorothy with their competition Vespas (the original image was developed and printed backwards in the 60s).

3: Dorothy competing at a gymkhana event 1967.

4: Peter parting company with his Vespa at a semi sporting trial.



“They black flagged me because I couldn’t keep the Rumi on the track!”

5: Front cover of *Scooter and Three Wheeler* June 1967 featuring Dorothy. Peter featured on the front cover of the same magazine a month or so later.

6: Behind 525 is Dorothy (141) on her Vespa 90SS, next in line to set off at the Isle Of Man 1968.

7: Peter Hasler ‘smoking’ his Moto Rumi at the Douglas Sprint, Isle of Man.

8: Peter competing on his Lambretta, fifth rider from the left (1967).

9: Davis Smith presenting Peter with London Vespa Club region award.

finish. The wife, the scooter and I were sprawled over the middle lane of the motorway with traffic going past either side. The wife was hurt because I’d laid the scooter down on her, I didn’t want to damage the Vespa. Another competitor on a 90 stopped and lent me a spare wheel so I could finish! Dorothy got taken to the service area, where the finish was, by car.

How far did you travel to compete in events?

One weekend we went to Perth in Scotland. Went up on a Friday night and came back on the Sunday night. It was a very long way and very cold. For that kind of distance I’d load our two scooters in the back of my Morris 1000 Mini van. It was the best way to get there and back if there was two of you.

Was there much rivalry between clubs and riders in scooter sport during the 60s?

Thames Valley Vespa Club’s main rivals were a local club from Teddington, The Vagabonds. I was a member of both clubs. I’d ride a Lambretta at some events, for the Vagabonds, which didn’t make me too popular with some Thames Valley Vespa Club members. But it was good natured rivalry. Nev Frost, who did 12v conversions for Lambrettas was my main rival, though on grass I suppose my main rival was Norrie Kerr; sometimes he’d win, sometimes I’d win. Dorothy’s main rival was Bev Flannagan.

What scooters did you and Dorothy compete on?

I rode a Vespa 90SS mainly, though for a short while a Sportique too. I converted my 90SS with a 125 conversion. I also rode a Lambretta Series 1 with lots of Series 3 parts fitted and a Moto Rumi Bol’dor. Dorothy, when I first met her rode a Vespa 90, then she got a 90SS.

What were the changes in scooter sport you saw?

Through the 60s it went from gymkhanas, through navigational trials and semi-sporting trials to more emphasis on racing.

How did scooter racing start?

It was racing, but they were called regularity trials, keeping to a high average lap speed. It was to do with not being able to get insurance for racing, the reason why it was called regularity trials. One of the problems we had as competitors were the tyres would start to lift off at 80mph, at the time there was nothing really suitable we could use.

I, along with David Smith, wrote the first set of regulations that applied to all scooter sport events in the UK, for the then fledgling Federation of British Scooter Clubs. Our logic for rules and regulations were aimed at competitors using their scooters to get to and from work in the week, then riding to an event, competing and riding home again afterwards.



At one early meeting at Mallory Park the average speed was set quite high, they didn't think anyone could keep to it, but I could. I got to just before the finish line and stopped, I didn't want to finish early and be penalised, then 'Crash!' someone ran in the back of me. I was annoyed because it pushed me over the line early!

But you should always read the event rules and regulations, you could win events by reading the regulations. That's how we won one event at Mallory. You could only be timed on a flying lap, so if you went in the pits frequently - me and the wife changed riders every 30 minutes - there weren't many flying laps we could be timed on. By changing riders frequently it meant whoever was riding was fresh. We won that one by reading the regulations.

What regulations defined a scooter in the 60s?

The regulations to define a scooter was a trapezium of 30cm had to pass through. An exemption had to be made for the 90SS because the tank was a standard fitting.

How did you fair on the Moto Rumi?

On the 'Rumi one time at Lydden Hill I got black flagged once. A problem Rumis had was the rubber block suspension. Coming down the hill past the paddock I'd hit this ridge across the track and started

bouncing, so much so I ended up going behind the timing box. They black flagged me because I couldn't keep the Rumi on the track!

But Rumis were fast. At Brands Hatch I had an average speed of 78mph, I was clocked going down the straight at 93mph. However the Bol'dor Moto Rumi had another problem, the downdraft carburettor made it prone to flooding. When you tried to kick it over it would burst the seals, which then meant a crankshaft rebuild.

I raced the Rumi when I was at Scooter Mart, then one day, when I was on lunch break, someone came in, made an offer for it and it was gone by the time I got back!

Was there much in the way of bolt-on equipment available to help the scooters go faster?

Most of the improvements were done by the competitors themselves. We had the Wal Phillips fuel injector, which you needed a full tank for it to work. What it needed was a remote float for it to work properly. Then there was the Amal Mk.1 concentric carb, we had special manifolds made for them to work on scooters. They were the first of the bolt-on goodies apart from the 12v conversions, which I was doing for Vespa and Nev was doing for Lambretta. That's more or less all there was when I was competing.

10: From 1968 this cutting shows main rival Bev Flanagan (Bromley Innocents) and Dot as a West Middlesex Vespa Club event grasstrack meeting. Cutting from Dorothy; Isle of Man Scooter Queen 1969.

11: Dorothy competing in a skill ride 1968.

12: Through the Druidale ford Isle of Man.

13: Peter on his Lambretta, riding for The Vagabonds, 1966.

14



15



16



17



14: Dorothy crossing a ford during a navigational trial 1965.

15: Dorothy Wills in action at a sporting trial 1965.

16: Isle of Man 1967 Night Trial competitor's certificate and Mallory Park 1968 competitor's certificate.

17: Peter, Isle of Man Peel Hill Climb.

Using Bardahl two-stroke oil gave a noticeable improvement too I think. I was using Castrol R at one Mallory meeting, a Bardahl rep came up in the paddock and offered backing, so we rode for Bardahl; it really made a difference on fuel consumption and improved the power and performance too.

Your wife Dorothy was a successful rider too...

Yes, in her right she was. Before we were married she was competing and winning events. There weren't many girls competing in the 60s. We teamed up on navigational trials and at some regularity trials. She was Scooter Queen at Isle of Man Scooter Week twice, and she won a gold medal every time we went there.

Dorothy took part in a night regularity trial when she was six months pregnant. She was riding and competing right up till she gave birth to Neville, our son, who runs the shop now. He was only a couple of months old when he went to his first Isle Of Man Scooter Week. He was born in April, Scooter Week was in June. I was the mechanic for Vespa, so as well as the two scooters, the Morris 1000 was packed with Vespa spares. We squeezed the pram on top of the seats of the scooters!

How did you do at the Isle of Man Scooter Week?

I won a Gold medal every time I went there too. I had to, I couldn't let the wife have a gold medal and I didn't!

I took part in the first Peel Hill Climb there, but Druidale was where a couple of memorable incidents happened. One year I managed to avoid what could have been a nasty one. When you come through the ford, a bit further on there is a sheer drop. The guy in front of me, who I was gaining on, had lost it, he was laying in the road with his bike beside him. As I was

coming up fast he kicked his bike over the edge. I just managed to get past though the gap. It smashed his bike up, but if he hadn't done that I'd have gone straight into him, or his bike, or gone over the edge of the sheer drop. I forget who it was, but he saved the situation. Another time on Druidale, I had a puncture on my Vespa SS, I only lost 20 seconds, though the exhaust wasn't back on properly.

I took the Bol d'or Rumi to the Isle of Man one year – I insisted on riding my Vespa there, a friend of mine rode the Bol d'or Rumi. I was going to ride it in the sprint. He left the petrol on, that did the oil seals. The sprint was along Douglas seafront, I had clouds of smoke behind me, though I was on the fastest scooter no one could see me through the smoke!

In fact there's a few photographs of me and the wife at the Isle of Man in both Eric Brockway's Vespa book, and a newer book Scootermania!, which is about Isle of Man scooter week. My son got me that for Christmas, it was quite a surprise, I didn't know anyone had done a book about Isle of Man.

I understand you also provided technical advice for some of the 60s scooter magazines?

For both *Scooter and Three Wheeler* and *Scooter and Lightweight*s. Me and Clive Weaver would get five bob a time – half a crown each – I'd supply advice he would do the writing. We used three names, Clive Weaver, John Dorford and Peter Hasler so it looked like it wasn't just the same one person.

It was a sort of mechanics clinic we used to run. People would write in with technical problems and we'd solve them. Unlike now, in the 60s there weren't many variations so you came across most faults and knew how to fix them.



What was the most frustrating technical problem you had to solve in the 60s?

I had a GS 160 in which was cutting out with the pilot light on. If you quickly went through the pilot light to main all was well. It turned out to be the speedo bulb holder shorting out. On the pilot light circuit the GS 160 runs on direct current, on headlamp it's on alternating current. It was an obscure problem that turned out to be quite common. The speedo bulb-holder had a plastic insert, sometimes it had just one strand of wire out, that was enough to cause the short and that particular problem.

When did you stop competing and why?

We both stopped competing round about when Tina, my daughter, came along, so then we had two kids. It coincided with me buying the shop CBS Whitton, so we both had our hands full with the kids and the shop to run from 1974 onwards. As they got older Neville and Tina followed in the family tradition competing and winning lots of events, junior motorcycle motocross events, The shop is still the family business today. Neville runs it, I keep my hand in helping out and Tina does the books, Dorothy as she always has done still works with youngsters.

Any stories from since you've owned CBS Whitton?

There was a occasion when the shop front had to be rebuilt after it was ram raided in 1978. The person who carried out the ram raid was after a crash helmet and a Vespa mudguard! He tried on lots of helmets till he found one that fitted, took a Vespa mudguard, then reversed into the pub across the road, causing damage to that too, and crashed into two cars. One of the car owners took litigation against the shop as the burglar/ramraider had been robbing the shop!

During the fuel crisis in 1974 we completely sold out of all of our stock, people needed two wheel economy as fuel was in short supply.

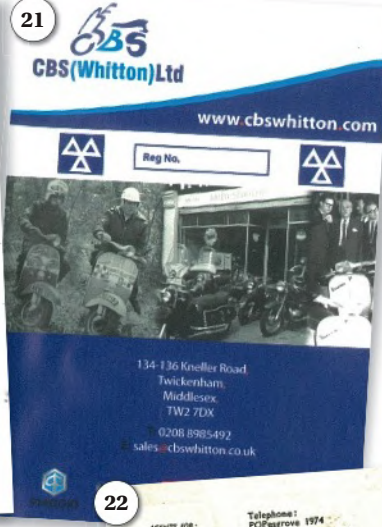
In September 2000 the shop expanded, taking over the former security shop next door.

Were there any scooter models that didn't sell?

Not in my experience. Kett's only offered a couple of different models, it was similar, different makes and models at Scooter Mart, and since 1974 I've never had any model that hasn't sold.

What was your favourite scooter to sell?

VMA2 Vespa Primavera. Ideal commuter machine, and based where we are commuters have generally been our main customer base.



What was your peak time for scooter sales?

Scooter sales began to decline from 1968, there was a small resurgence during the early 1980s. Based where we are economical commuter friendly machines are always in demand.

What brands do you sell today in comparison to when you bought the shop?

In 1974 it was mainly Vespa, Lambretta and Gilera, today we still do Vespa, in fact we do most Piaggio models. We were a Kawasaki dealership, up to 400cc, then Kawasaki dispensed with smaller outlets as dealers. Soon after Kawasaki realised they needed places such as us, so we are a Kawasaki service centre as well as Piaggio dealers.

How has the market changed since 1964?

I'd say the biggest change has been the advent of the internet; second hand and part exchange machines are very much a thing of the past. People put second hand machines on Gumtree, eBay and the like instead of trading them in for a new model.

Finally, is there any likelihood of Thames Valley Vespa Club being resurrected?

Thames Valley Vespa Club ceased as a club in the early 1980s. If you'd have asked me the question a week ago I'd have said no. However in the last few days a customer and former TVVC member, Philip Seville, has been in touch on the very subject, so now the answer is yes, there is a strong possibility.



18: The shop front after 'ram raid'.

19: Peter presenting VCB competition winner with his prizes (including a T5) outside the shop late 1980s.

20: Sixties cutting celebrates success at Mallory Park at the second EMSA event there at which 80 riders competed.

21: A wallet for new vehicle docs given to customers showing the shop in the late Fifties.

22: Previous employer: Scooter Mart business card.

Spirit of 73

Friendship, growing up and where you belong are an important part of life. It's what shapes the people we become and for lifelong scooterists it's probably more important than for other mere mortals, who simply exist rather than live life to the full.





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Building a custom scooter that encompasses these three things is quite a tribute to friendship, but that's just what Neil Denton has done with Spirit of 73. Growing up in the early 1970s in Bridlington and spending his formative years razzing around on scooters with six good friends, it seemed like the ideal theme for a custom job. Initially Neil planned to use images of himself and his friends as they were back in the day. However after speaking to local airbrushing maestro, Dave Dickinson it was decided to open the idea up slightly by including some local landmarks and places from the past. When somebody with as much customising experience as Dave gives you advice, you're best to listen.

With the basic idea sorted, Neil allowed Dave to improvise by including not only the seven friends on the glovebox door as they were back in the day but also some of their teenage haunts, including the old Winter Gardens, a building that used to house two nightclubs and a cinema before being demolished and turned into a car park. He also immortalised the snack bar where they all used to meet, that place later becoming a pizza shop.

One of the most striking murals is the one on the front legshields depicting four of the lads riding up Queen Street in Bridlington; a scene any regular rally goer will recognise because the area still looks very similar today. That mural was created from scratch by



Above & right: Dave Dickinson put his talent as a traditional signwriter to good use on this custom scooter, the style suiting the theme perfectly.





Dave and includes an old double decker bus, another nostalgic nod to the past history of the town. Neil said: "This leads nicely into the two murals on the front mudguard, one of me sat on my scooter outside my house, the other of myself with my dad, both taken in West Hill. The photo is captioned 'Corn Beef Island' because the people in Brid used to say those living in West Hill couldn't afford anything else".

Although the murals may look like they've just been copied from original photos there was actually a lot more work and research went into them than that. Dave spent hours recreating long since forgotten scenes from memories, tired old images and his skill with an airbrush. When reminded of the task he told us: "Yep it was a tricky one. Neil wanted an airbrushed scene on the front legshields of him and his mates in the 70s riding though Bridlington town centre on their scoots. There was no chance of getting a picture even similar to what he had in mind so we had to get as many pictures of 1970s Brid that we could, then fit them together to form the background.

"I added a bus from the same time period down the centre of the horncast, which fitted in great. Then we had to get some pictures of the scooters that they rode, making sure to get the right bloke on the right scooter. Then I had the task of trying to get them at the right angles so that it all looked to be one picture. Oh and then add the clothes they wore and the odd face off other old faded photos. The tool box picture was

Above left and right: While the theme of this Lambretta is from the 1970s, the technology used is bang up to date with hydraulic disc brake, uprated suspension and digital EGT gauge among the added features.

SCOOTER DETAILS

Owner: Neil Denton

Age: 59

Job: Engineer

First interest in scooters: A misspent youth in the local coffee bars and seeing all the scooters arriving in the summer.

First scooter: TV 200, bought it from a local dealer for £80.

Favourite model: Series 2 TV.

Favourite style of custom scooter: One that is ridden.

First rally or event: Scarborough '72, went there on the bus; proper hard core me!

Favourite and worst rally/event: Fave has been Cleethorpes for the last two or three years. The worst I forget about.

How could the scooter scene improve: More 80s music; Depeche Mode, ABC, Visage, bring it on.

Funniest experience with a scooter: Getting the scooter over as far as I could on a corner to impress some girls... and off I came! Not very funny for me but hilarious for them and I still didn't get the girl!

What do you like/dislike about rallies: Love meeting up with friends. Hate the state of showers and toilets (if there are any). It's the 21st century, for God's sake do something!

Favourite custom of all time: Memphis Belle.

Recommend one item of riding kit: A decent helmet, buy the best you can buy.

Name of scooter: Spirit of 73. It was a great year, I was 17, Bridlington was buzzing as a holiday resort. I had six very close friends and we did everything we did together.

Scooter model: Lambretta 1970 GP 125.

Time to build: Around two years by myself.

Specialised parts: Stainless steel forks, hydraulic disc, Targa gas shockers, AF tubeless rims, Oiltek 17 litre tank, LED rear light, R1 shocker with 180lb spring.

Engine: RB 250, Avanti head, SX200 gearbox, 34mm Dellorto, NK expansion pipe, Lee 'Rocho' Rochester 6-plate Aprilia clutch, race crank, lightened flywheel, exhaust gas temp gauge.

Paintwork: House of Kolor gold, orange flake and tangerine candy, 16 coats of clear, all by Dave Dickinson.

Advice for anyone starting a project: Dry build first, it takes time but it's worth it and remember buy cheap – buy twice!

Favourite dealer: AF Rayspeed, always willing to help and advise, especially the unsung hero of the counter Dave.

Thanks: Dave, Clair and Pat for the hard work on the design and paint. Mick and Dave for all the stupid comments and last but not least Steph for her endless patience over the project – there won't be any more now!



“He also immortalised the snack bar where they used to meet, that place later becoming a pizza shop”

made from about eight different photos taken in pubs and a few wedding photos. I had to do a lot of work in Photoshop before painting it, to make it all look as if it was a snap taken from that time on the Esplanade in Bridlington outside the old Joyland Amusements”.

The paintwork also includes quotes from some unlikely sources. The headset cites an appropriate piece from Shakespeare’s Henry V, while a verse from Queen’s These Are The Days of Our Lives resides on the reverse side and a line or two from Do I Love You is spelt out across the sides of the runner boards with the song title translated into Italian across the side panels as a subtle dedication to Neil’s family and friends.

So was Neil pleased with the way things turned out? “What started out as an idea to have a load of scooters painted on a scooter grew to be a pictorial tribute to the changing face of the Bridlington I remembered as a youth, not that I’m complaining because it looks amazing...”

Aside from a stunning paintjob, Neil’s Lambretta GP also boasts a meaty RB 250 engine with all the gubbins it needs to help it outrun the modern day buses in town, and of course his scooter riding mates along the seafront. I’m sure his friends are touched by the tribute, it’s a great way to keep those memories intact, while still living the life you’ve grown up with.

Words: Iggy

Photography: Richie Lunt



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JULY

17 Double Barrel Soul and Ska night, Golden Lion, Fishponds, Bristol. Info 07765 676247 or 01934 644448

17-19 Solent Cougars SC 15th Anniversary, BTC Sports Club, Southampton SO16 2PA. Info Andy 07717 507403 and FB.

17-19 Skins, Scooter & Ska weekend in aid of Macmillan Nurses. Scooter competition with approx 7 categories with Trophies. Bourne Vale Social Club, Ipswich

17-19 Moduska with South Birmingham SC, Kings Norton RFC, Birmingham

17-19 Calling Peterborough, Peterborough RFC, Soul allnighter Saturday plus King Kurt and Geno Washington. £20 weekend £15 Saturday

17-19 Hammered In Sheffield, Davy's Sports Club, Sheffield S9. £10

17-19 VCB Lake District members rally, Kendal Rugby Club, Kendal, Cumbria. See VCB main advert for membership details

17-19 Weaside Wanderers SC 35th anniversary, LCGB signing on event, West Hall Scout site, Whitburn SR6 7JS. All proceeds to Great Northern Air Ambulance. See FB WWSC for full details

17-19 Bradford Discharge Scooter Jam 2015, Hunsworth Lane, Bradford, BD4 6RN, ridden custom show, stalls, bands, DJ's plus some surprises, beer tent, £15 weekend, £10 Saturday. £2 from ticket donated to children's ICU

18 Bradford Parts Fair - Scooter Jam 2015 (In association with Bradford Discharge S.C.) Details - Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

18 Arrows SC rideout and evening do, Scenarios, Halstead 7.30pm - late

18 Double Barrel Soul night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

18 Maximum R&B, The Phoenix, 37 Cavendish Square, London W1G 0PP. DJ's Rob Bailey & Rhys Webb spin original R&B, Freakbeat & Garage 45's from 9pm-3am/ Adm £6 before 10pm/£8 after. www.newuntouchables.com

18 Wimbledon Scooter Alliance charity event at the Leather Bottle, Wimbledon, DJ's, live music from The Jammed and Wandle Delta Stompers. Top quality raffle prizes incl. iPad mini, Riding gear etc. Further info on FB page or email lisabillmore@yahoo.co.uk

18 Across The Street Northern Soul night, Royal Wells Hotel, Tunbridge Wells, TN4 7.30pm-12. £5

18 The Quik Beats, Moduska 3, Kings Norton RFC, Ash Lane, Hopwood, Birmingham. Playing 60's Mod classics. See www.thequikbeats.com for details

18 East London Scooterist Nite all your favourite scooterists sounds plus playing live Collobisher cheap bar, £5 otd 8pm till 2am Hornchurch Social Club, 168 Station Lane RM12 6LS info facebook 07903 278575.

19 Sunday Best Scooterfest 5, Capel Manor, Enfield. EN1 4RQ. Vintage clothes, parts stalls, clothing outlets plus 2 bars, 3 catering outlets, ice-creams etc. Two live bands. £10. More info on Facebook.

19 Warringham Rugby Club Classic Car & Bike Show, live music, bbq, kiddies fair, beer tent, great day out. Tel. Steve 07739 643407 or Terry 07718 704567. Surrey

19 Severnside Lions Fun Day at The Red Barn SY3 7HS. Proud to be supporting Headway Shropshire and a chance to win a Vespa PX200 in our raffle. Details on our FB page, www.severnsidelions.co.uk, or call Ali 0786 6613844

24-26 Llandudno BSRA National rally 6

24-26 Music Mania, Hastings

24-26 Great Yarmouth rally

24-26 Tin Soldiers SC weekend, Scots Club, Selbourne Ave, Bletchley, MK3 5BX. £10 adv £15 otd. David 07909 520793 Steve 07970 607620

24-26 Driffild Midnight Runners Summer Scrum 5, Driffild RFC, YO25 9DW

24 Zoo Zoo, The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 9pm-3am (free before 10pm/£5 after) Big Boss Man & support TBA. DJ's Dr Robert + Guest www.newuntouchables.com

24 Into Tomorrow presents Thee Strawberry Mynde & Sam Parkes live at The Princess Alice, 69 Newport Road, Middlesbrough, TS1 1LA. 8pm till late. Admission free

24 Double Barrel Soul and Ska night, The Robbins, Ashton, Bristol. Info 07765 676247 or 01934 644448

25 The Hubble Bubble mod night, last Saturday of the month, The Ropewalk Nottingham. Find us on FB: The Hubble Bubble Club

25 Double Barrel Soul and Ska night, King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

25 Timebox (Back to the Future) 8pm-2am / free, The Strongroom, 120-124 Curtain Road, London. EC2A 3SQ DJ Dr Robert + guests spin sublime sych/soul/funk/rock/garage & rnb blasts down the groovy cellar club! www.newuntouchables.com

26 On The Run SC, Charity Fun Day, 11am, Croxley Guild of Sport club, nr Watford. WD3 3HT. 3 bands including The Spitfires. Charity donation entry. Stall holders or more details Ring Ross 07970 761864.

26 The Quik Beats, Music Mania Festival, Worthing. Playing 60's Mod classics. See www.thequikbeats.com for details

29 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW for more details telephone 01784 424610 or e-mail ashtree@fulles.co.uk

31 The Quik Beats, Live at the Clumsy Swan, Stoney Lane, Birmingham. Playing 60's Mod classics See www.thequikbeats.com for details

31 Double Barrel Soul and Ska night, The Horseshoe, Siston, Bristol. Info 07765 676247 or 01934 644448

31-2 August ScootAyr 2015, Ayr Racecourse. Phone/text Swany 07885 931672, Email scootayr@gmail.com or search FB or twitter for ScootAyr

31-2 August Euro Yeye Festival, Gijon, Spain Live bands, International DJ's, Allnighters, Scooter Runs, Expos, Market www.euroyeye.es

31-2 August Big 7 SC rally, Hop Farm, Kent

31-2 August One Hull of a Rally II

31-2 August Worcester Three Pears SC - Big Bash 2015. Brookside Farm, Worcester WR7 4BE- Chosen charity Worcester Search & Rescue. Bands - GT's, Knebakeye Alley & Skastuds. DJ Desch & Benny spinning the best in Motown, Northern and disco soul sounds around. Scooter gymkhana, grand draw (great prizes), free camping, hot food & lots more. Ticket only - £12.50 Call 07721 557664 (no ticket no entry) Info visit www.threepearsscooter.co.uk

AUGUST

1 Double Barrel Soul and Ska night, Moonrakers, Swindon. Info 07765 676247 or 01934 644448

2 Worcester Parts Fair 2 - Perdisswell Leisure Centre, Bilford Rd, Worcester WR3 8DX. Details - Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

7-9 Salford Knights SC weekend, Rixton car boot site, Manchester Rd (A57), Rixton, WA3 6EA

7-9 Harlequins SC Summer Shindig 4, Swaffham Rugby Club, Norfolk. PE37 7QX

7 Double Barrel Soul and Ska night, Queens Head, Eastville, Bristol. Info 07765 676247 or 01934 644448

8 Hip Cat Express - All Mod At The Cons - Cider fest Cons Club, Rushden we continue our annual residency playing the best in Mod N Soul all on vinyl! Guest Mod band and DJ's. Northamptonshire

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8 Thee Strawberry Mynde & The Odels live at The Music Lounge, 21D Yarm Lane, Stockton-On-Tees. 8pm till 11pm. Admission £2

8 The Quik Beats, Live at the Britalian Job, Britannia Boat club, Trentside North, Nottingham Playing 60's Mod classics. See www.thequikbeats.com for details

8 Double Barrel Big Night Out, Hawaiian Bar, City Centre, Bristol. Info 07765 676247 or 01934 644448

8 Northumberland SC presents Numero Uno, 12am-12pm at Netherton Social Club, Bedlington NE22 6DP. Live bands, custom show, tattooist, stalls and more. All proceeds to Great North Air Ambulance and RDA. northumberlandsc@gmail.com

9 Hip Cat Express - All Mod At The Cons - cider fest Cons Club Rushden we continue our annual residency playing some sunday chilled out tunes all on vinyl. Northamptonshire

8-9 Strictly Scooters, Beauvale Priory, Nottingham NG16 2AA. As the event name states, scooters only - no cars, vans etc.

9 Telford Saints SC Vinyl Sunday ride to The Malt House, Ironbridge TF8 7NH. 1pm-4pm top vinyl tunes ska, reggae, two tone & Northern

14-16 Hip Cat Express - Wellingbrough Northern Soul Weekender - we continue our annual residency playing in the Mod Ska room -Wellingbrough Castle, strictly ticket only

14 Double Barrel Soul and Ska night, The Greyhound, Fishponds, Bristol. Info 07765 676247 or 01934 644448

15 Double Barrel Soul Night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

16 Double Barrel Sunday Special, Rhubarb Tavern, Barton Hill, Bristol. Info 07765 676247 or 01934 644448

16 Beat The Bikers, Matlock Bath

21 Double Barrel Soul and Ska night, Old Mail House, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

22 Double Barrel Soul and Ska night, The Wackum, Whitehall, Bristol. Info 07765 676247 or 01934 644448

21-23 Northern Aces SC Tata Steel Sports Club, Rowleys Drive, Shotton

26 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW for more details telephone 01784 424610 or e-mail ashtree@fulles.co.uk

28-31 Isle of Wight BSRA National rally 7

28-29 Hipshaker returns to IoW, Ventnor Winter Gardens, full line-up of resident and guest DJs across two rooms on both the Friday and Saturday nights. Free Saturday day time event featuring live bands.

28-29 The Happening 3 Button Heroes, Almost Grown and KTF combine to bring a quality night back to the Ryde Castle Hotel. Info to follow

28-31 Venlo rally, Holland (see main ad)

28-30 Great Northern Mod & Ska Festival, Bedale, N. Yorks (see main advert)

28-30 Brighton Mod Weekender. DJ's, Guest Clubs, Live Bands, Scooter Comp & Cruise + Market www.newuntouchables.com

28 Shoreditch Got Soul, Blues Kitchen, 134 Curtain Rd, London EC2A 3AR 9pm-3am (free before 9.30pm/£5 after) Live Soul Revues. DJ's Dr Robert + Guest www.newuntouchables.com

28 Double Barrel Soul and Ska night, King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448

29 Double Barrel Soul and Ska night, Jolly Collier, Bedminster, Bristol. Info 07765 676247 or 01934 644448

29 The Hubble Bubble mod night, last Saturday of the month, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

30 Brighton Got Soul Allnighter, The Komedia, Gardner St, Brighton, 11pm-6am/£12 DJ's Ginger Taylor, Sean Chapman, Chris Dale & Si Soul www.newuntouchables.com

30 Double Barrel Soul night, The Trooper, Bristol. Info 07765 676247 or 01934 644448

31 The Brighton Moonstomp Alldayer huge, rude and free ska and scooter Bank Holiday tear up on Brighton Beach, The Volks, Madeira Drive, Brighton. 1pm 'til 10pm. Featuring the Moonstomp Soundsystem dj's and guests with the heavy, heavy monster sound.

SEPTEMBER

3 The Quik Beats, Live at the Jam House, St Pauls Square, Birmingham. Playing 60's Mod classics See www.thequikbeats.com for details

4-6 Mersea Island BSRA National rally 8

4-6 WoT rally, (see main advert)

5 Zoo Zoo 2, Blues Kitchen (Shoreditch), 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9.30pm/£5 after) Live bands TBA DJ's Dr Robert + Guest. www.newuntouchables.com

5 Thee Odels and The Strawberry Mynde (+ DJ) live at The Studio, Tower Street, Hartlepool, TS24 7HQ. 7pm till late. Admission £5

10 NUTSMAG! The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 8pm-1am Free, 3 live bands check website + DJ Dr Robert + Guest. www.newuntouchables.com

11-13 A2 Aces SC rally, Green Island BT38 Northern Ireland

11-13 Gathering Of The Clans, Portrush, N Ireland

11-13 Rhyl annual scooter weekend. Robin Hood Park 07833108735 for accommodation. 0151 944 1123 for general info (see main ad)

12 Mousetrap R&B Allnighter Orleans 259 Seven Sisters Rd, Finsbury Park, London N4 2DD (10pm-6am) Quality 60's Club Soul, Ska, Motown, R&B, Blues and Boogaloo with resident DJ's Chris Dale, Rob Bailey & guests. www.newuntouchables.com

12 Hip Cat Express - 'Mod N Soul In The Bowl' - Rushden Bowls Club 7.30-12. £5 otd. The best in Mod N Soul on vinyl featuring special guest DJ Steve Brown and Ollie.

13 Newark-on-Trent SC all day event, Collingwood Cricket Club, Newark. Noon - midnight

13 Mods and Rockers ride out to Hunstanton. Meet at Mcdonalds, Wisbech 10.00 am, leave 10.30 am onto Tesco's, Kings Lynn for 11.00 am - leave 11.30 am - onto the green at Sunny Hunny, this year we have Ska band - Suited n Booted and DJ Pete Maisey. Prizes on the green for the best of's. All in aid of Motor Neurones Disease.

18-21 YSA Dolphin & Docs rally.

19 Soul on the Square Motown, 6T's & Northern Soul, Guest DJ Rob Messer & Jim Watson, Chris Redman, Siy Aylott & Stebbio, 8-2am, £6 otd. The Venue, Malet St, London. WC1E 7HY.

19 Johnny Cash SC, presents the "Ride the Line Rally" at the Banham Barrel, Norfolk, more details soon.

19 Phoenix Got Soul, The Phoenix, 37 Cavendish Square, London W1G 0PP. DJ's Yann Vatisse, Rob Bailey & special guests play Northern & Rare Soul on original 45's from 9pm-3am/ Adm £6 before 10pm/£8 after. www.newuntouchables.com

19 Mousetrap Allnighter 'Fuzz for Freaks' Orleans 259 Seven Sisters Rd, Finsbury Park, London N4 2DD (10pm-6am) Primest Garage/Freakbeat and Psych on the planet! DJ Dr Robert & guests

23 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

25-27 Woolacombe BSRA National rally 9

25-27 Ribble Valley Mod Weekend Clitheroe. See FB page.

25 Zoo Zoo, The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 9pm-3am (free before 10pm/£5 after). Big Boss Man & support TBA. DJ's Dr Robert www.newuntouchables.com

26 Timebox (Back to the Future) 8pm-2am / free, The Strongroom, 120-124 Curtain Road, London. EC2A 3SQ. DJ Dr Robert + guests spin sublime sych/soul/funk/rock/garage & rnb blasts down the groovy cellar club! www.newuntouchables.com

26 The Hubble Bubble mod night, last Saturday of the month, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

30 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford, Middlesex. TW15 2HW More info 01784 424610 or e-mail ashtree@fulles.co.uk



THE GREEK RALLY

JUNE 2015

This event has been a long time coming as although the Lambretta club Hellas is small, it's extremely active. For example the Greeks have been attending events in Southern Italy for some time, such as the 3 Seas Race, and have established close ties with the scooter clubs from that area, so it was only fitting that there was a lot of interest from scooterists looking to return the visit.

Attending this small (tickets limited to around 100) and exclusively Lambretta event, our own group was continually expanding until we were an eclectic mix of Italians, Brits and Scots, with ages ranging from seven to over 60 years young. In among us was young Micky Calder from Edinburgh, whose only previous experience of riding a geared scooter was a quick stint around a car park on one of his dad's Lambrettas. The scooters we'd chosen were just as odd as the riders' ages, with there being everything from Vegas and a tuned J50, through to tuned 225s.

Even Nassos, president of the Greek club had asked us just prior to the rally if our smallframe Lambretta contingent was going to be able "to keep the pace" of the time-trial the LCH had planned during the rally. With the J50 now hitting the heady heights of 45mph there certainly was no stopping us. Unless we met a hill...

Rainbow

Come the big day, our merry band arrived at the port of Ancona for the 24 hour marathon ferry trip, most of which was either spent in the bar or watching a Greek lorry driver fight some of the 300 or so 'back patch' club bikers also on our crossing.

At the port of Patras, the first casualty of the trip was Darren Barber's SX200 whose BGM downpipe had an argument with the ferry boarding ramp and came off a poor second. We headed to Ilias' scooter shop in town to get the battered U bend sorted out and as is the way of the world – Greek style – much time was spent drinking café-frappe and gesticulating instead of getting the job done. But as we were on holiday, who cared?

Eventually our friends from the LCH arrived to join the show and not long after some of them departed for the first rally location, together with a large contingent of Italians and some Brits from



Milton Keynes who had initially tagged along with our group. The LCH left the sweeper jeep and a luggage van so it would have been rude to have not unloaded all our gear upon them.

By the time the exhaust repair was completed it was pushing late afternoon and with about 200km to cover it was about five hours later before we arrived at the destination hotel. The last two hours were through the Greek mountains in the dark and it was a welcome relief to see that the LCH crew had asked the hotel to keep the restaurant open for our group of stragglers.

Fed and watered, we collected our baggage and were duly allocated our rooms. The hotel itself was four stars, very plush indeed, with all possible amenities and they literally bent over backwards for their Lambretta riding guests. It is one thing to put up with half century old shopping trollies dripping oil over your car park and another to see a hotel lackey actually smiling as he sprinkles sawdust around to clean it up. If that wasn't enough, after a particularly intense thunderstorm, the hotel management wheeled out a trolley full of clean towels into the car park, for everyone to use to dry their scooters off!

Friday morning gave everyone a chance to check out the scooters parked up which were mostly Series 3 Lambrettas, mainly from Italy, but also a contingent over from Cyprus. Smallframe Lambrettas are rare in Greece (only three Lui 50s were imported, along with just a handful of J ranges) so it wasn't really a surprise that the two Vegas in our group were attracting a lot of attention from the Greeks.

Road to rack n' ruin

The LCH had organised a short rideout to some Greek ruins and a quick tour of the immediate area. This was well attended and those who attended gave glowing reviews of what they were shown.

The return route took in the harbour of Nafplio where everyone parked up and made their way into the seaside bars and restaurants for nourishment. During the day, the LCH crew also located a local welder who managed to neatly repair a broken handlebar for one of the British lads who had taken a tumble on the first day. The organised evening meal back at the hotel was a fine way to end the day and people were happily mingling around between the large round tables, socialising, before hitting the bar once again. Several ouzos later and we were treated to Scotsman Paul Calder firing off Tom Jones impersonations that were good enough to have the Welshman himself blushing.

For Saturday the grand plan was to move everyone over to the other side of the Peloponnese peninsula to a town near Olympia. Nassos and the boys had intended that this would be a 'time-trial' for the more sporting riders, but people could generally travel as they pleased and at their chosen pace, with the only stipulation being that everyone had to pass a certain point 20km from Nafplio inside 10am as the road was to be closed off to all public traffic due to a rally car competition along that stretch.

The route took us high into the mountains and the scenery was breathtaking to say the least. We climbed ever higher, passing remote villages and semi-deserted towns. The weather was superb and you could see for miles. Along some parts of the route, there were more wild tortoises than cars on the roads but never a dull moment what with gangs of wild pigs, mountain goats and abandoned, rotted out 1950s cars providing the roadside backdrop. Greece is a truly amazing place. The LCH had organised a few stop-off points for refreshment at set intervals and these were enjoyed by everyone – with the sole exception of Lee Geary from Leicester who spent every stationary moment sleeping off the effects of the previous night's ouzo party.



Livin' it up

As we rolled into the hotel complex at Olympia, I think it's fair to say everyone's mouth dropped open. This was a five-star establishment with endless swimming pools, superb modern bungalows, bars and restaurants. And all this was situated right next to their own private beach. Once again, the hotel staff were efficient and friendly with a cordoned off parking area set aside for the scooters. Once you had booked in and had been given your keys, they whisked you off in one of a fleet of electric buggies to your assigned apartment. I can't recall Butlins ever being anything like this...

After an incredible buffet styled meal, the evening shindig got under way. This was pretty much the same as the previous nights with the British contingent drinking like there was no tomorrow to a backdrop of daft 'holiday party' sounds and watching Gentilon', the most senior element of our group, chasing a busty drag queen around the dancefloor.

Once again the LCH had organised a mass rideout on the Sunday to another historic location not far away from the hotel. One thing Greece is not lacking in, is ancient brickwork.

By the time we rolled back to the hotel it was no late afternoon and the LCH had commandeered a hall within the complex to hold their prize-giving ceremony. Thankfully, this was short and to the point – which makes a pleasant change from the usual drawn out backslap-fests we're all subjected to during Euro and National events. The winners are listed hereunder. One point that does merit a special mention is the award given out in

the name of Lucas, who was the LCH's top mechanic and restorer. Lucas unfortunately suffered a heavy stroke a few years ago and is still recovering from the same.

In the early days of the LCH, he was the only person restoring scooters properly and to a high standard anywhere in Greece so he was an extremely valuable asset to the club. This person is a big lad with a heart to match so it was both fantastic and fitting that he had been able to make the long journey over from Athens to be present at the rally.

That evening, being the last do of the rally, the partying was a bit more intense although that didn't stop those present from trying to drink the bar dry. I really don't think the hotel staff had ever seen anything like it.

Monday morning saw everyone leave en masse from the complex to ride up the coast towards the port of Patras, where a lot of riders would be heading back to Italy. It's still unclear if the LCH will do another one and it all depends on interest shown in them holding a future event. Life is hard and then you die, but first everyone should do a Greek Rally so here's hoping that the boys repeat the event as this really was a perfect rally.

Words: Dean Orton

Photos: Paul Calder

Footnote : Nassos and the Lambretta Club Hellas wish to thank everyone who attended and their sponsors ; Vittorio Tessera & Casa Lambretta, Scootershop Greece, Rimini Lambretta Centre, Superfast Ferries, Elculture and Occhio.

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Map showing ferry routes to Newcastle, Rotterdam, Amsterdam, Dover, Calais, and Düsseldorf.



EUROLAMBRETТА 2015

EBENSEE, AUSTRIA

While this year's EuroLambretta wasn't so far away from last year's in Switzerland geographically, especially as far as those riding from the UK were concerned, the ride itself is often as important if not more so than the event, and there was plenty of Bavaria and Austria still for me to discover.

With a magazine deadline right up until the day prior to the rally, and a Series 1 Li blowing a drive side oil seal a few days earlier, my planning went as far as booking a ferry around 24 hours in advance of our Sunday departure.

My poor Series 3 was hastily brought back from a much needed overhaul and organisation went as far as meeting up with a few friends at the ferry port; five vintage Lambrettas, a couple of tents, one map and a compass between us and around 2000 miles of European roads to explore.

Getting there

To be honest, after personally feeling last year's event in Switzerland was a bit of a let down, I was in two minds whether to attend in 2015 at all. In the end it was the combination of the ride together with the Austrian Lambretta Club's reputation for both being friendly and welcoming, as well as putting on a good show that really changed my mind.

Despite the lack of any plan, our journey to Austria was somewhat dictated by the necessity of finding hotels with wi-fi so I could finish checking magazine pages off along the route, and a couple of minor



issues among our friends' scooters, which fortunately resulted in a number of coincidences that meant by chance everything fell into place fairly nicely. For example Gav stopping at Scooter Center Köln for some emergency spares (there's always one part you don't carry) coincided nicely with a grating noise from my front disc brake which meant I could get a new set of pads while we were there, and Rick's exhaust tail-can ejecting itself happened just as Brian's pipe began to split, which in turn was close enough to a rural tractor shop where the teenage welder did such an impressive job of fixing it I doubt it will ever break again.

Fortunately we also managed to happen upon some very pretty places to stay, Worms being a lot better than it sounds (in English), the walled town of Schongau which also had an excellent typical Bavarian restaurant in which we fully availed ourselves of their hospitality, and Berchtesgaden, home of the Eagles Nest and some amazing mountain views. In fact stunning mountain views along with an amazing ride featured highly on the descriptive list of our journey down (and back for that matter), the avoidance of motorways and major roads being a priority (we even managed to take in a couple of extra ferries across rivers and lakes we were so far off the beaten track), if at all possible.

Lakeside

Arriving early Friday afternoon the sun was shining down and the site already heaving. It seems the only ones yet to arrive were the Brits doing the even more scenic routes and local scooterists still on the road. The location was amazing, across the road from the small town of Ebensee, alongside a large, beautiful lake (which tempted a few for an early morning dip), surrounded by picturesque mountains that were simply stunning.

A rideout was departing as we pulled up, but following the obligatory erection and sampling of the local wine and beers, it was back and so a quick look around the site revealed a wide variety of Lambrettas from the early Model A, through C, D, LD, Series 1 to late Spanish and Indian models, and even a couple of Innocenti Lambretta pedal-mopeds. Throw in J ranges and Vegas, chops and cutdowns, street racers and customs and you had pretty much all of the spectrum covered.

Being the height of the summer and with temperatures on our side it was a long and pleasant evening of scooter talk, watching and spotting for most, punctuated by the meal during which we were 'serenaded' with some local yodelling (why the band on stage couldn't simply send a text message to the LCA member at the bar



for another round I don't know!) along with a bit of oom-pah and some accordion classics, before scooter rally DJs took over for some more traditional sounds, albeit a local Euro-pop hit with the word 'Lambretta' in the song seemed to be what many of us were humming on Saturday morning.

And so the following day arrived along with breakfast, coffee and plenty more sunshine. More scooters arrived on site, ridden by those staying in the local town or another across the lake. Interestingly, in order to make sure everyone had a good time and maintain the great atmosphere throughout the weekend, the LCA had arranged for local taxi firms to have mini-buses on standby all thorough the night, ensuring that even those staying 10km away could party until when they decided they'd had enough, rather than dancing to the tune of the local public transport timetable.

The rideout later on was another cherry on the cake of this rally, finding ourselves climbing above the lakes on roads that zig-zagged through more stunning scenery, offering both hairpins and straights, plenty of photographic opportunities, and at a pace only the Lambretta 48 seemed to struggle with. An hour or so later we all ended up in Gmunden where the mayor had laid on drinks for us all at the harbour-side. Which was nice.

A brief shower later saw the scooter show held inside the marquee back on site before the sun reappeared, allowing the

venue to be transferred into a dining area again for the gala dinner which was served by members of the LCA. After this the speeches, which get more concise every year, Bo from Sweden filling us all in on proceedings. The trophies followed, allowing us to applaud various feats (the sole representative of the Norwegian Lambretta club clocking up over 3000km on a wonderfully rusty Li Series 2 to win the Farthest Ridden trophy for example), while back on our table we raised a glass to our own 'Chuckles' Swonnell who rode out there and back on his TV Series 2 with fellow London Lambretta Club-mate Vic. Nuff said...

And so it was back to the partying until the wee hours, dancing, singing, Jaegermeister and dodgy Euro-pop songs lasting until the lights went on and the last happy scooter riders were sent on their way.

Sunday arrived with Lambrettas disappearing in different directions across Europe. With a little time to get home we headed for the Czech border where we spent the night with what sounded like the country's leading porn star and ended up in an absinthe bar with fellow club members, but that as they say is another story.

Until then, congratulations to the Lambretta Club of Austria on organising a fine weekend, thanks to all those Lambretta riders that contributed to the wonderful atmosphere and hopefully see you all again soon somewhere on the road.

Andy

FRANKENSTEIN'S SCOOTER?

We found this arguably hideous looking plastic covered foot-forward Serveta parked just behind the main marquee at the EuroLambretta rally this year. Presumably once a Lince model apparently dating from 1984, it was somehow registered for road use in Austria. While unfortunately we were unable to find the owner and find out more, a friend did report they were told this was an 'official' Serveta factory prototype Lambretta scooter! Whether this is true we can't confirm, but either way we'd like to think it was some kind of strange joke on someone's part!

Featuring a gear change lever mounted in the floor like that of a car, the bodywork and seating position also suggesting that the concept behind this was possibly that of a 'car on two wheels'. The rear end unclips, presumably either for maintenance or to refuel, presuming a petrol tank would be mounted in the rear section (we couldn't see one fitted at the time).

Whoever did build it spared all expense, the parts seemingly recycled Serveta Lambretta bits where possible, while the hump of the front of the seat is most intriguing. Answers on a postcard please....



CLUB DO'S & EVENTS

THE SPITFIRES

RESPONSE TOUR 2015

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 5TH SEPTEMBER - THE LOMAX, LIVERPOOL
 11TH SEPTEMBER - THE 100 CLUB, LONDON
 18TH SEPTEMBER - THE FLAPPER, BIRMINGHAM
 25TH SEPTEMBER - THE GEORGIAN THEATRE, STOCKTON
 26TH SEPTEMBER - THINK TANK, NEWCASTLE
 2ND OCTOBER - THE COOKIE, LEICESTER
 10TH OCTOBER - THE RETRO BAR, MANCHESTER
 31ST OCTOBER - THE SPA, BRIDLINGTON
 6TH NOVEMBER - THE BASEMENT, CHELMSFORD
 14TH NOVEMBER - THE THUNDERBOLT, BRISTOL
 20TH NOVEMBER - AUDIO, GLASGOW
 21ST NOVEMBER - PJ MOLLOYS, DUNFERMLINE
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OCTOBER

2-4 Vespa Club of Britain Members Rally, Skegness. See main VCB advert for membership details.

4 Wicksteed Parts Fair - Kettering, Northants NN15 6NJ. Details - Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

9-10 Scootermaniacs SC annual do, The Hobby Horse, Minehead, Somerset.

10 Crossfire Allnighter London. 9pm-6am, 229 The Venue, Gt Portland St. £12. 3 rooms of musical perfection.

www.newuntouchables.com

10 East London Scooterist Nite djs playing all your favorite scooterists sounds plus playing live Undercover, cheap bar, £5 otd 8pm till 2am Hornchurch Social Club, 168 Station Lane RM12 6LS info Facebook 07903 278575

18 Barnsley Parts Fair - Havercroft & Ryhill Sports centre, WF4 2BD. Details - Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

24 Hindley Stateside SC Halloween scooterist style, St. Williams Club, Higher Ince, Wigan. Entertainment by Sorted & DJ Doddy with live band, The Detail. Food included, large dance floor, cheap bar, late finish. £5. Contact Bally 07450 906497

24 Hip Cat Express play The Doughboys End of Season Do, Wellingborough. 7.30-12. All the best in Mod N soul on vinyl. Contact Doughboys SC for tickets.

28 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

30-31 Bridlington BSRA National rally 10 **30 Shoreditch Got Soul**, Blues Kitchen (East) 134 Curtain Rd, London EC2A 3AR 9pm-3am (free before 9.30pm/£5 after) Live Soul Revues + DJ's Dr Robert + Special Guest. www.newuntouchables.com

31 The Hubble Bubble mod night, last Saturday of the month, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

NOVEMBER

6-9 Southern Shakedown, Hastings
www.southcoast-scooter-shakedown.com

7 Zoo Zoo 2, Blues Kitchen (Shoreditch) 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9.30pm/£5 after) Live bands TBA. DJ's Dr Robert + Guest. www.newuntouchables.com

7 Friday Street presents Portobello Road, Kings Manor Hotel, Edinburgh. Midday-5pm £2 with vintage clothing and vinyl stalls. Evening £8.50 from 7.30pm. www.tickets-scotland.com

13-16 VFM Great Eastern at Mablethorpe

12 NUTSMAG! The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 8pm-1am Free 3 live bands check website + DJ Dr Robert + Guest www.newuntouchables.com

20-23 Warmwell rally, Dorset

21 New Untouchables 18th Anniversary Party The Phoenix, 37 Cavendish Square, London W1G 0PP. NUTS DJ's and special guests from 9pm-4am/Adm £8 www.newuntouchables.com

21 Friday Street presents Small Fakers and Who's Who playing at Glasgow Queen Margaret Union, G12 8QN. 8pm onwards. www.tickets-scotland.com

22 Walsall Parts Fair - Oak Park Leisure Centre, Walsall WS9 9PQ. Details - Kev Walsh 07966 265588 Email lcg2@blueyonder.co.uk

27 Zoo Zoo, The Blues Kitchen 111-113 Camden High St, London NW1 7JN. 9pm-3am (free before 10pm/£4 after) Big Boss Man + Band TBA & DJ Dr Robert

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28 Timebox (back to the future) 8pm-2am / free The Strongroom, 120-124 Curtain Road, London. EC2A 3SQ DJ Dr Robert + guests spin sublime soul/funk/rock/garage & rnb blasts down the groovy cellar club

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DECEMBER

5 Mousetrap "Fuzz For Freaks" allnighter playing Garage/Frekbeat at Orleans, 259 Seven Sisters Rd, London N4 2DD. £8 b4 midnight, £10 after.

12 Mousetrap R&B Allnighter, Orleans, 259 Seven Sisters Rd, London N4 2DD. Playing Club Soul, Ska, R&B, Motown and Boogaloo. www.newuntouchables.com

30 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk

31 Nutty New Years Eve 9pm-6am, The Venue, 229 Great Portland St, London W1W 5PN www.newuntouchables.com

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SCOOTERING



Wot Scooter Rally

SCOOTERIST



VESPA WORLD DAYS 2015

BIOGRAD, CROATIA

A couple of pints into a pre-Christmas drink and a friend starts talking about his planned trip to Vespa World Days in Croatia. Another beer and we're in, the adventure sounds too good to resist. 2500 miles, 10 countries, Alpine passes, coastal roads, sunshine, scooters, a few friends...

Fast forward six months, I've bought a new Vespa GTS 300 ready for the trip (all those two-up miles with no back-up van, carrying camping gear, a pillion and luggage on my fickle PX 210 weren't appealing), kitted it out in full touring spec (see last month's *Scootering*) and our group of six were heading for the Eurotunnel and what was set to be the scooter adventure of a lifetime.

How we got there

Our circular route took us 2500 miles through France, Belgium, Luxembourg, Germany, Lichtenstein, Switzerland, Italy, Austria, Slovenia and Croatia. We had 15 days to complete the trip and covered between 150-300 miles per day. We camped most nights but had a hotel at the top of the Stelvio Pass in Italy; we also had

an apartment in Biograd and at Lake Como on the way home. Stunning roads, fantastic scenery and great company ensured we were never bored and certainly didn't tire of riding. Highlights included watching skiers through the high altitude hotel windows at breakfast, then riding one of the world's best roads and ending up camping on a scorching hot campsite next to a beautiful lake in Austria that night.

Border crossing

Countries in Europe blend in to each other, often you don't see a border sign or crossing and we had to ask what country we were in in Switzerland, Italy and Slovenia. Entering Croatia was the first time we'd shown our passports since leaving home nine countries earlier. The second time was when we got off the ferry in Hull on the way home.



Economics

In Croatia we found a beautiful campsite on the island of KRK, right on the beach. It was also the cheapest place we'd been to; £1.50 a pint, £6 for an evening meal and camping for £7.50 a night. It was so nice that we ended up staying for an extra day before heading to the rally on the Friday morning. The last 150 miles through Croatia and into Biograd were ridden on the most spectacular twisty coastal road I've ever ridden.

Temperatures were into the mid 30s and most of us were riding in nothing more than 'safety' shorts and Kevlar sun cream, stopping to dip ourselves in the Adriatic to try and cool down. Groups of Italian and Croatian Vespa riders waved excitedly as we passed, country flags flying proudly, more and more scooters appeared the closer we got.

THE RIDERS

Our group consisted of five Vespa GTS 300s; I was two up with my other half, Linsey. The others; Dave Gould, Taff, Steve Foster and Sid were riding solo (we also met up with Ali and Trevor Humphreys for part of the trip). The scooters were thrashed for the whole journey and the only problems were one GTS radiator boiling over at the top of Stelvio and another started stalling after the altitude. We used between £150-£200 worth of fuel each.



The riders (L-R): Dave, Taff, Steve, Iggy, Sid.



Biograd or bust

We eventually arrived in Biograd, hot and bothered but elated to be there. The World Vespa Days 'Vespa Village' was heaving with scooters from around the world and scooter riders of all nationalities were in attendance, proving that Vespa really is a worldwide brand with an enthusiastic customer base.

All kinds of weird and wonderful sights rode by as we sampled a beer or two, an orange one-wheeled smallframe wheelie machine rode the full length of the harbour, weaving through the crowds with ease, a trio of very cool looking 1950s Vespa Six Day Racers parked up, then there was the military Vespas, a double length GTS, pet dogs in mini crash helmets with feet on scooter handlebars, helmetless kids with both parents on a Vespa... In Europe this is the norm, kids grow up on two wheels and aren't wrapped in cotton wool.



Vespa World Days has rideouts to various places every day and the village really filled up by evening as the various tours arrived back in town. We also bumped into a real hero; Debbie Wood had passed her bike test at the fourth attempt a few weeks before the event. She rode a GTS for the first time to Kelso then rode it to Croatia a week later and loved it, massive respect.

Ride out

I'm not usually one for rideouts but the Saturday ride to Zagreb was one I needed to be on. I've literally not seen as many scooters in one place as I did that day. It makes the Isle of Wight rideout look like a scooter club meeting. A carnival like atmosphere ensued with people dressing in traditional costumes, crowds lining the 20-mile route and fantastic marshalling keeping everybody together. A great way to spend a hot Saturday afternoon... unless you were one of the unfortunate car drivers caught up in the spectacle, forced to sweat it out for an hour as the ride out passed by.

Sticker bombing

Saturday evening was the gala dinner; over 2000 people in a huge stiflingly hot stadium for a four-course meal. To be honest I wasn't expecting to have much fun but everybody was in high spirits. The Brits made knotted hankies from serviettes, the Italians chanted, Croatians got a massive cheer for hosting the event and an impromptu rousing rendition of God Save the Queen had the 110 strong British contingent on their feet singing proudly. Stickers, legshield banners and badges are a black market currency at World Days. Surreptitious deals were done around the room, a sticker for a sticker, T-shirt for a T-shirt, eye for an eye. Less worthy swaps were met with derision and don't even try and offer a sticker the collector already has - this is serious business and I'll be well armed with contraband if I attend another Vespa World Days event!

After the meal we were all back to Biograd for the outdoor beach party and fireworks finale. A great end to a fantastic event, but thankfully we still had 1250 miles to ride home so the adventure was still ongoing with Lake Como, the Black Forest and a pretty town in Belgium to look forward to before riding straight past our house and ending up at Donington for DISC 30...

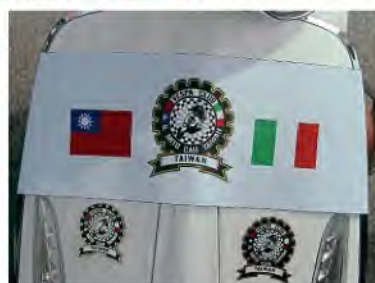
lggy





VESPA CLUB OF GREAT BRITAIN

I've never been interested in joining the Vespa Club of Britain in the past, but recent changes mean the committee is now made up of a few rally-going scooterists. Their attitude has changed to a club with a livelier outlook. In homage to the VCB committee and VCB folk we'd like to thank Bobby Q, Loz, Marky Mark, Mr and Mrs Pikey and everybody else who made the English lager louts welcome in Croatia. We'd also like to apologise for the diplomatic incident involving the trouser-less 'Beast of Biograd', a palm tree, Union Jack and a sparkly jacket.



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DISC 30 TRAINS, PLANES & AUTOMOBILES

I set off on a scooter, I arrived on a scooter. It wasn't my scooter, nor was I riding it. However, by that point I'd already travelled on an eclectic mix of vehicles and all that mattered was that I'd rolled through the gate on two wheels!

To cut a long story short, my scooter abruptly cut out on the M6 and was soon being bundled into the back of a random 18-ton truck. The Good Samaritan trucker took me to Northwich where I hoped to repair my scooter at Matt's (my riding companions), missus' house. With terminal crank failure, I had to hop on the train, be collected in a car and I victoriously arrived pillion on Matt's Vespa! I was obviously trying to bring back the 80s vibe...

Once my tent was up it was off to the Young Guns room to start sound checking for the opening night's frivolities. With the YGSC room supplying the alternative sounds, this meant I was tied down for most of the evening. It was nice touch of EMSA to have a nod to present, while also being fairly true to the original rally. The rabbit warren of barns and music rooms made navigation interesting when rather inebriated (some people apparently didn't even find the main room until Saturday!). However, wherever I went there was no shortage of people partying like it was 1985.

Once we'd emerged from our canvas covered slumber, it was straight off to Tesco in search of supplies/gazebo to fend of the showers! As you do, me and several YGSC members all stopped by

a yard sale when returning. Between us we ended up with a Hoover, a decanter, imperial Allen keys and a small wicker chair...

The campsite was probably plane-spotter heaven being under the flight path of the East Midlands Airport, but for us the rest of the day was a chilled affair watching some seriously fast scooters sprinting.

As the evening drew closer, more and more grass skirts started to appear. You could just tell that King Kurt was going to be mental... The outdoor stage in the farm's courtyard made a great live band venue. Basket Case, dressed in full chain-mail got the crowd buzzing in preparation for King Kurt's arrival (they'd stepped in at the last minute after The Meteors cancelled due to illness). And when they finally arrived, they arrived with an explosion of flour! It eventually got too much for me and I escaped back to the Young Guns room to rave the night away!

Sunday morning meant I had the predicament of finding a lift north, and I wasn't having much luck... Thankfully, Liam from Portsmouth went well out of his way to make sure I got back to my scooter and eventually home after another quality, yet exhausting weekend!

Jordan

RESULTS

Best of Show: Piss In My Eye
Boogie - Jai Bunting
Best Custom Vespa: World's
 Apart - Karren Knight
Best Custom Lambretta: Start Me
 Up - Mark Swinge



CLUB DO'S & EVENTS

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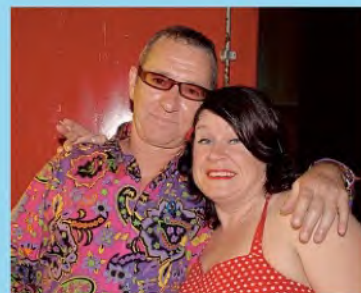
Emma Cox (aka Foxy Coxy)

You DJ'd the main room at every single Camber Rally, what are your all time Camber classic sounds?

Van Bran 3000 – Astounded (always for the Chelmsford Ladies), Blur – Song 2 (lifts the room when everyone's getting a bit jaded), Wade In The Water (for TC obviously), Stereophonics – Dakota, and Dolly Parton – 9 to 5 (because I can!).

What are some of your outstanding memories?

Funniest memory with Tony Class at Camber... him nearly killing me! Loading record boxes out at end of night, him on stage swinging them across the barriers and me catching them. Got distracted by someone calling me, the last swung one over as I looked away, I got smacked on the side of the head with a flight case. I was out cold on the floor, woke up to Wolfy saying, "F**kin' hell Tone, I think you've killed her!"



Best band moment?

Watching the crowd the first time Who's Who played, everyone lost in the moment to the extent that they thought they were watching The Who!

Biggest moment of relief?

When Wolfy stage dived after introducing Who's Who as 'Jimmy' and stage dived... the crowd caught him. Phew!

Any final comments after an emotional last night?

It's marmite – but I love Camber, gutted it's over, but also very happy to finish on a high!



CAMBER SANDS SCOOTER RALLY 2015

A relatively short time before Camber Rally this year, word went out that this would be the last one after 17 years. Has it really been going that long?

Granted it's not to everyone's taste, but Camber Sands does what it does exceedingly well and 2015 was no different, with The Get Go, Intensified and Dexys Bootleg Runners on Friday. Saturday had a Q&A with Rick Buckler, then shows from Skabretta, The Spitfires and Secret Affair in The Tony Class Live Room. Plus Olas Boss Reggae room and two Northern Soul allnighters, along with traders' stalls, custom show, Northern Soul dance competition and the ride out. Add in chalet parties, barbecues and impromptu gatherings, for those who go, it's the perfect end to June.

As this was the last, we grabbed a few words with some key people who made Camber Rally the event it has been. After all, it is the people who make any event successful.

Sarge



THE PROMOTER



Robin Quartermain (Chelmsford SC)

When Chelmsford SC first started running Camber what was the aim?

The aim was to bring a quality scooter rally to the south-east of the UK, because unlike now there were very few events on here.

Do you feel that the aim was fulfilled?

I think with so many other events now being held at holiday complexes and caravan sites, we set a trend that not many people had tried before and it makes a change from a tent, portaloos and warm beer out of a tin!

What are your highlights of 17 years of Camber rallies?

Many, to be honest, but every year knowing that 2000+ people have gone home happy after seeing three quality bands a night and the main room going onto 3am, without doubt the best soul room at any scooter rally until 6am with bars to match. And the introduction of a reggae room before anyone else!

Have there been any low points or regrets?

Low points? Being disappointed by some of the bands I have booked not living up to expectations. Also some DJs with big reputations failing to impress. Apart from that it's been a real honour!

It must have been a tough call to call time on Camber, is this definitely the last one?

It was a hard decision, but one you should never be scared to make. I knew when the time would be to call it a day at Camber and in contract negotiations had been difficult for 2015 which helped make it easier to say this is the last one! I would like to thank everyone who has ever passed through the gates and like the Winter Warmer at Hemsby, it will be consigned to scootering history. Long live Camber Sands Scooter Rally!



THE RALLY GOERS

Dicky Dee, Mercenaries SC
Jon Stares, Skaheads SC (Portsmouth)

JS: The late licensing hours, good mix of bands, the Northern Soul dance competition.

How many Camber Rallies have you done?

DD: 11 of the 17.

JS: Last six years, (and the winter warmers there too).

Any low points?

DD: Slow service at the bar, solved by getting a chalet nearby the venue and popping out for a top up. And the heat inside.

JS: Too few bar staff. Price increases in recent times which has caused dwindling numbers.

All On the same scooter?

DD: No, on various scooters. Most on my GP, this year was on the SX.

JS: First time on the TS1, then the GP for a couple of years. Last three Skullduggery.

How do you feel about this being the last Camber Rally?

DD: Gutted! Too many regional, local events, and clashes of dates have contributed to numbers not being what they were. It's always a good weekend. Thanks to Chelmsford SC for 17 great years.

JS: Pretty sad, it's where I met and first got together with my missus. Camber cost me 27 years of marriage! Best wishes to Chelmsford Scooter Club for the future.

What are the high points of the Cambers you've been to?

DD: Great mix of music, Tony Class DJing, band wise Who's Who, who surprised me how good they were. Early Camber in the reggae room, I was always first in and last out. The ride there along south coast back roads. A good place to meet up with mates.



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scooterists



CLEETHORPES 2015

Set on the North Lincolnshire coast just below Grimsby, the Cleethorpes National Scooter Rally put on by the Olympics/Monsters collaboration has become a firm favourite. The back to basics approach with lively seaside town, focal point campsite and no frills evening do's is a formula that really seems to work.

RESULTS

Best of Show: Insane Kroozer
Best Custom Vespa: Hell Boy
Best Custom Lambretta: Spirit of 73
Best Street Racer: Series 2 Targa
Best Mod: Vespa Sprint
Best Oddity: Insane Kroozer
Second Best Oddity: Lambretta Trike
Best Restored: Lambretta
 150dl (MFE 82H)
Best Auto: All About Me
Best Paint: Start Me Up
Best Vintage: Li & trailer (407 YUF)





It also boasts some of the best camping facilities, an adjacent caravan park and a newly built Premier Inn just across the road so accommodation was never going to be a problem. We opted for the caravan park where the official evening entertainment would be held, which along with the nearby Meridian campsite soon saw a steady stream of scooters arrive, and with 'blistering' weather numbers soon swelled. By late afternoon the town was buzzing with the scootering masses, and soon alcohol-fuelled frivolity ensued.

As well as many of the local pubs putting on bands, it was good to see the free shuttle bus being well used to ferry people back to the Beachcomber to finish off the night.

Although the early hours of Sunday were greeted by the mother of all thunderstorms by lunchtime the following day the sun was back out, and the campsite became the place to be. A ridden custom show threw up some exquisite machines – full bodied

customs and standards, chops, cut-downs and even a couple of Lambretta trikes made an appearance! The standard of paintwork and the ideas on display were as good as I've seen in many a year. The dealers' market was also packed with people searching for that elusive bargain. Once again the afternoon saw a move towards the town centre and with weather as hot as I can remember every pub saw an overflow onto the adjacent streets. As per the previous day the pubs did a brisk trade, and I'm sure they really look forward to our annual arrival. In fact if I wanted to show the younger generations why I still love our scene this is one of the events I would showcase; Cleethorpes shows how a rally should be done – excellent campsite and organisation, a proper seaside town, and a beautiful day to show off the gorgeous scooter design and our enviable lifestyle!

Words: Dave O

Photos: Dave & Andy



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★ **SUN 30TH AUG** Outside: Noon Onwards 1st Band Inside: 1.00pm Tickets: FREE ENTRY
 Outside DJ's: Al Supersonic, Rob Messer, Jimmy & Mitch Drake, Dave Ryan, & Miss Chelle
 Inside Bar 1pm: LIVE MUSIC: ★**THE TODFATHER**★ ★**DAYS OF SPEED**★
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Alex's Skelly

Not everyone is going to get this...

Alex (Alessandro) is the owner of a scooter tuning and dyno business in Turin called Cosmoto. He's also an accomplished scooter racer and he has a beautiful wife who works as a lawyer. I mention this simply to give you an idea that he is a clever chap and not insane. He is also an Italian who is into obscure UK fashions from a specific era.

While there are very few people in Britain who appreciate the native roots of this ultra-underground fashion, you can bet his style is as alien to the average Italian as ET's middle finger.

I Can See Clearly Now

I must admit that when it came to skinhead/suedehead skelly Lambrettas I was not a believer that such outrageous things really existed in the 1970s. I could accept that skins bought old Lambrettas and rode them without bits of bodywork. As for developing them into some of the outlandish, peacocking styles I've seen recently; well, that seemed a bit far-fetched. Until I saw some original Seventies photos of skinhead scooters on Facebook. Then I was forced to eat – and listen to – Humble Pie.

Back in the early 70s, the UK custom bike scene was very much American-inspired but still largely DIY bikers used whatever bike they could afford to make some outlandish, and often hideous, choppers. They made all the same





Sidewinder seat is original; only the sides have been re-covered.



aesthetic mistakes that Scooterboys did with their choppers in the 1980s. Longer and longer forks without raking the frame and the engines and headlights left pointing at the moon.

With the Seventies background of self-built motorcycle customs, using whatever was available, perhaps it should come as no surprise to find the same things going on with scooter riders. As a documented evolution of the Mod scene there should be no surprise at a continuation of the foppish urge for one-upmanship in the skin/suedehead scene, be it in tunes, tailoring or transport. Lots of puppies would like to be top dog, but only a few hounds have it in them.

The Lambretta here is a classic example of going the extra mile to stand out. In the case of the comfort level provided, that is an extra mile in bare feet on broken glass...

Let's Get It On

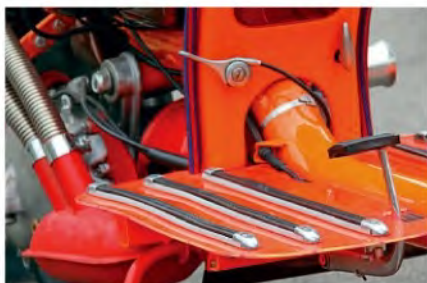
When it comes to something that harks back to a bygone age, the key phrase that keeps cropping up, no matter whether it is the Mod, Northern Soul or skinhead scene, is 'original'. Those who live these lifestyles 365 days tend to be obsessed with minutiae details and Alex is no different. For him it is not only important to track down an original Sidewinder seat – despite the fact he produces and sells replicas – but also to ensure that his clothes are originals from the specific era. Whatever you think about the final look is simply a matter of taste, but the fastidious attention to detail is admirable.

His skelly is based around an early Lambretta TV Series 2 frame to which he's added the battery tray and opened the frame for an air filter, the project initially

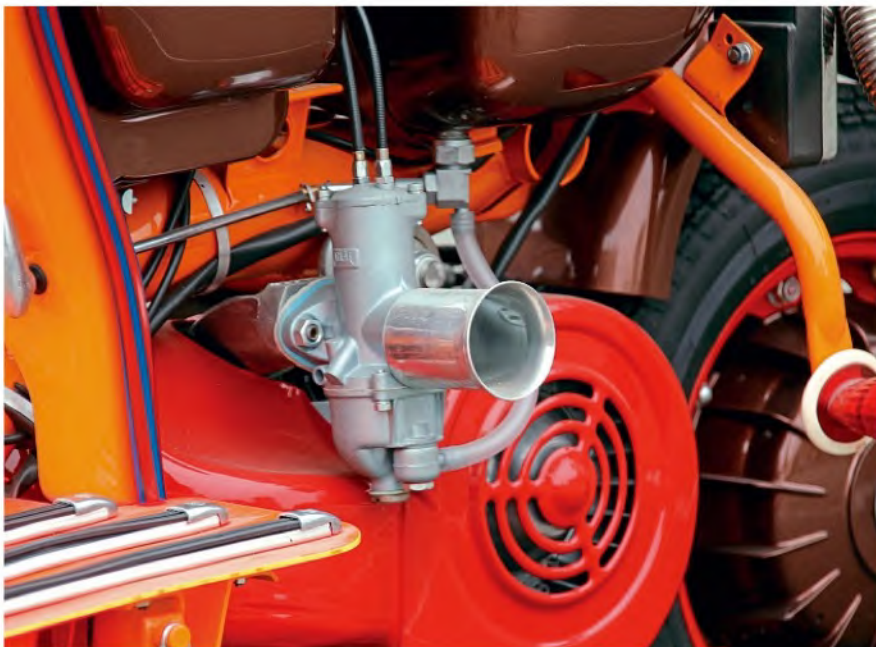
part Series 1, part Series 2. The engine is apart from a 28mm Mk1 Amal carb on a Scootamobile inlet manifold. It exhales through possibly the most convoluted exhaust system I've ever seen on a scooter. The main box is standard LI but then the gasses swirl up through flexible tubing to home-made chromed steel megaphones which are painted Mini red on the inside.

"The smoke comes out very slowly", explains Alex. "It sometimes even goes back in; there is some sort of turbulence inside."

The only other home-made part is the enormous Ape-hanger handlebar, complete with LD gearchange and model D clamp. These are just the sort of parts that would have been available in the 1970s to someone chopping a previously-loved Lambretta bought for a few quid from an old



Above left: Perspex floorboards. **Above middle:** Rare TV175 Mk1 speedo. **Above right:** The megaphones are supported by the rear rack on flexible tubing.



Above right: Old school Mk1 Amal and bubble grips for footpegs. **Above right:** Alex admits that he may have gone a bit too ape for comfort with the ape-hangers.

bloke's shed. Specific scooter accessories include the Sidewinder seat, Nannucci alloy front mudguard (with 1970s cycle mudflap), the Ulma rear rack and the candy-stripe legshield beading used to trim the frame loop.

Welcome Back

Other parts found in the UK come from the car scene: the covered Miller headlamp and the twin rectangular Wipac lights clamped around the handlebars. From the bike scene comes the Triumph Bonneville choke lever mounted to the seat arch. Perhaps most ostentatious of all is the massive Land Rover rear mudflap. Should you feel like

asking if these are all genuine period items then you haven't been paying attention.

Rather than cutting up old school tables for floorboards – as previous skelly builders have – Alex went to the trouble of getting some laser-cut from edge-light acrylic plastic, along with a matching surround for the TV175 Series 1 speedo.

Colours are typically 1970s, but the orange is actually a Lamborghini Miura colour, while the brown is a '69/70 Ford shade.

Show & Tell

So far Alex has shown his creation twice: once at the Riva Del Garda scooter custom

show, and afterwards at AutoMoto Retro held at the old Fiat factory in his hometown of Turin. He picked up second best custom scooter, but it's fair to say that reaction is mixed.

"It is very hard to introduce this kind of scooter in Italy. It is not very easy to understand outside the scooter scene. People understand classics like S-type, but not this. It is something alien for them."

I'd go as far as to say that he'd get a similar reaction in England. There are people who won't get the clothes, the haircut and especially the scooter. But you know what; I don't think he really gives a fu...

Sticky



Above left: Nannucci mudguard and cycle mudflap. **Above middle:** Vintage AA badge as horn embellisher. **Above right:** Original TV175 Series 3 disc brake.

At a glance



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SETTING UP CARBS

Setting up a carburettor is very much like making love to a beautiful woman. First you must check you have the right tool for the job, spread it all out on the bench and clean out any gunge that may have collected since it was last used. Always go for big (jet) sizes first and when you go for a test ride start off slowly before giving it a good hard thrash to check it doesn't seize up at full bore.

Sexual healing

An internal combustion engine relies on the principal of suck, squeeze, bang, blow to run. Suck being the fuel and air drawn into the cylinder, squeeze is the compression of the fuel/air mix, bang is the ignition of fuel/air via the spark plug and blow is the spent gases exiting through the exhaust.

A two-stroke engine is the simplest design and relatively easy to tune in terms of bolting parts on at home and seeing an increase in performance, from aftermarket exhaust systems to bigger carbs to performance cylinder kits, most of these can be fitted at home without the need for specialist tools.

The hard part comes when setting the engine up to run correctly with the new parts. Ignition timing plays a part when carrying out performance upgrades, as does gearing ratios, but the quickest way to blowing the engine up is by ignoring the carburation and hoping for the best.

Taking the scooter along to a Dyno centre is the preferred choice of many but seat-of-the-pants testing and setting up is possible with a little understanding of how the carb works.

Needles & Pins

There are many choices of size and manufacturer of carburettor available to work with a Lambretta or Vespa, but the basic operation is the same and they tend to fall into two main categories; standard and oversize. It's worth keeping in mind though that bolting a 34mm Dellorto to a PX or LI 150 is not going to make it go faster, just use more fuel and run badly!

Fuel is taken from the float bowl and into the cylinder via three jets; choke, pilot (or idle jet) and main. The choke jet is there for when starting the engine from cold. When the choke is turned on it lifts a plunger, which opens the choke jet and allows more fuel into the cylinder. The pilot jet provides fuel for up to half of the throttle opening before the main

jet takes over as the engine speed increases, thus increasing fuel to be squeezed and give a bigger bang, theoretically increasing power. I say theoretically, because simply adding more fuel into the same size ports in the cylinder will not increase power. However, adding an expansion system which moves the power band of the engine further up the rev range will.

The other thing to consider is the atomiser and needle. On a Mikuni carb the atomiser is fixed and fine-tuning is carried out by adjusting the needle size and setting. On most other types of non-standard carb as the throttle is opened the needle, which is attached to the slide, lifts out of the atomiser and allows fuel to be drawn through the main jet which screws into the bottom of the atomiser. This is why it takes some movement of the throttle before the engine is relying on the main jet for fuel supply. A thinner and/or shorter needle will allow more fuel to pass by it and can be described as being a 'rich' needle. Conversely a thicker and/or longer needle would be considered 'weak' because it does not allow as much fuel to pass.

The size of the atomiser needs to be considered too. Increasing the main jet size will only enrich the higher end of the carburation so much before the need to alter the needle or atomiser becomes apparent. The needle can have up to four settings on the clip which holds it in place in the slide to determine how far it sits inside the atomiser to aid fine tuning of the carburetion.

Speaking of the slide, these are numbered and the number relates to the size of the round cutaway which can be seen when looking into the carb. This cutaway allows air to pass into the venturi – or body of the carb – where it mixes with the fuel before being sucked into the cylinder. A standard carb is usually easier to set up because the slide will generally stay as it is and does not have a needle to alter.

Hopefully you are still awake!?!

Pipe The Sunshine In

Because an expansion system alters the blow stage of the combustion engine's process by effectively drawing more gasses, you will in turn need to provide more gas by way of spent fuel. This is why when changing the exhaust you will need to upjet to increase fuel flowing into the cylinder. If the fuel flow is not increased then the engine will run weak – which means it is getting hot because the fuel also cools things as well as causing an explosion in the cylinder head – the piston will expand and seize in the cylinder. This usually occurs when you are flat-out marvelling at how well the scooter is running with your shiny new exhaust fitted.

The same theory applies to fitting a performance cylinder kit, although it is not always necessary to fit a bigger carb. For example a Malossi 172 kit fitted to a Vespa T5 can be ran with the (upjetted) standard carb, as can a Mugello 185 fitted to a Lambretta (a 22mm standard carb would be recommended though). Going above 200cc usually needs a size increase in the carb department to get the most out of the kit.

Plug In Baby

All that might sound confusing if you have never tried to set a carb up but at least with some understanding of which part does what you can start to see some results from doing a plug chop. Before attempting to start jetting, ask around club mates who are running similar exhausts, kits etc. and see what jetting they are running. Similarly the internet can be a good source for finding base settings. However do NOT take what anyone says as gospel regards jetting, as two engines built exactly the same might behave differently in different hands. Instead look at a few different opinions and go for a base setting in the higher end of the spectrum.



Standard Lambretta carb jets from left to right, choke, atomiser with main jet above, and pilot jet.



A standard Lambretta SH carb showing from left choke jet, atomiser with main jet screwed in and the pilot jet on the far right.



On a standard Vespa largeframe SI carb on the lower left side of the carb the mixture screw is just visible. The two brass coloured jets are pilot and main stack (including atomiser) and the tickover adjustment is the long screw just beneath the main jet.



Two Dellorto carburettors, the one on the left is a PHB range and probably the most common 'big' carb conversion for both Lambretta and Vespa. On the right is a standard Lambretta SH 22mm.



PHB range jet location. Top is the pilot jet, in the middle is the atomiser with the needle peeping through the middle, on the left is the inlet valve underneath the float arm, far bottom right is the choke jet. Not shown here but on the PHB range the bolt which holds the float bowl to the carb body also houses the main jet.



Mikuni carb showing the main jet and anti frothing guard, the pilot jet just below in a recessed sleeve and the choke supply tube at the bottom.

To carry out a plug chop use a new spark plug and go for a ride. It will take a few miles for the plug to colour up then holding a constant throttle position, half a mile or so should be enough, pull the clutch in and turn the ignition off (obviously checking a cement mixer isn't about to run you over in the process!). You are looking for a nice, even light brown colour around the electrode of the plug. Anyone who can remember a Cadburys Caramac will know the colour. If it is edging toward white then it is too weak and the size of the jet corresponding to the throttle position needs to be increased. If black or wet it is too rich and the jet needs to be smaller. As mentioned earlier the atomiser, needle and slide are also factors so if it looks rich/weak after going down/up several main jet sizes have a look at the atomiser or needle and its position.

A quick way of checking if the pilot jet is too small is to warm the engine up and then turn the choke on, if the engine dies the pilot is somewhere near the right size, if the revs increase or the engine revs cleaner then settles down quickly to an even tick-over the pilot is too small and needs to go up before going for a test ride.

Happy jetting!

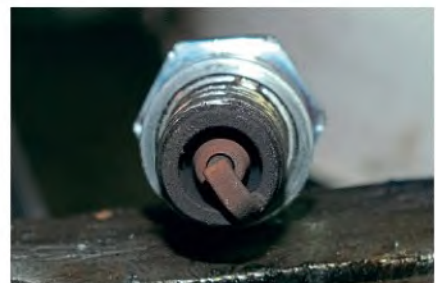
Barrie



Dellorto VHS range needle, atomiser and main jet.



A slide from a standard Lambretta carb showing the slide number.



The colour of the electrode on this spark plug is what you are aiming for. Notice the carbon deposits which could be an indication that a hotter grade plug is required in this particular engine.

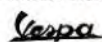


PHB: the mixture screw is on the left, tick-over adjustment on the right here.

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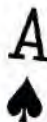
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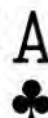


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RUSTORATION COMMISERATION, PART 3

Following on from the previous gripping installment a couple of months ago – a tale of love, theft, and internet dealings – the LI is stripped of its dignity to reveal the extent of the carnage the leaky shed roof has wrought.



Gently Does It

Normally when stripping a scooter down for a rebuild or restoration after it has been sitting neglected for years, it is a fairly straightforward process of cutting the cables to drop the engine, grinding seized bolt heads off or drilling out rounded off screws and generally slinging the rusty stuff in the bin. Not so in this case though, because as I'm sure you recall the onus is on reuse and recycle to keep the cost down, and also taking care to preserve the paint as much as possible.

Luckily the ingress of water seems to have been fairly localised, the headlight having fallen victim and rotted away but everything around it having escaped. The throttle and gear change rods were seized and required a bit of heat from the old-faithful plumber's blow torch, and with a bit of pushing and pulling eventually came away in one piece.

Even the handlebar grips escaped unscathed and have lived to fight another day. The only part of the handlebars which proved a bit of a problem was the throttle sleeve which slides over the handlebar and

into which the control rod fits, thus allowing the throttle to open and close while rotating. The handlebar is metal and so is the sleeve so it doesn't take long for them to become rusted together and no amount of pushing and pulling will persuade them to part.

The alternative was to cut lengthways through the sleeve with a Dremmel. Normally the now cut sleeve would be consigned to the bin but austerity rules and reasoning that the handlebar grip would hold it together, which it does, a good clean and a good slap of grease was all it needed.



Above left: If it's seized, drill holes and whack it. If that fails, put it all back together and let someone else do it in 30 years' time. **Above right:** The fork link on the left looked like its twin on the right until it was vigorously rubbed for 10 minutes.

Elbow Grease

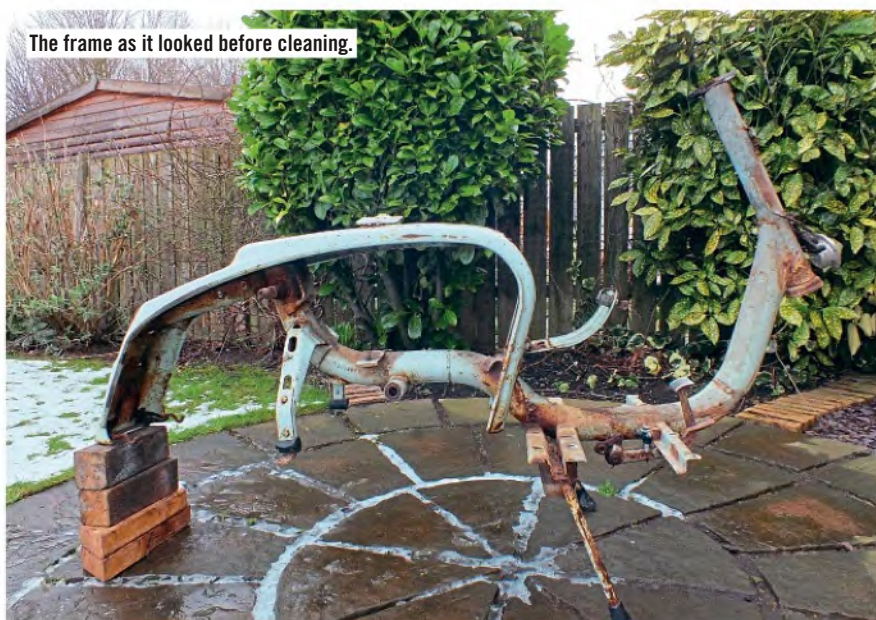
The now stripped frame revealed itself to be in very good condition. Looking closely I can't see any evidence of it being crashed or even dropped in the past. After giving it a good wash I then went over the rusty bits with a pan scouring pad and hot soapy water which did a good job of getting the thick of the rust off without taking the paint off around it, likewise the side-panels and legshields.

The fork springs and rods are in perfect condition, so after a good clean they were refitted to the forks along with new rubber buffers. The fork links also cleaned up to reveal they didn't even need new sleeves and bushes fitting.

Driller Killer

Things were going far too smoothly so I was waiting for a disaster to unfold, and predictably I didn't have to wait long.

With the frame and bodywork cleaned and ready to go back together the engine was next on the list. It was seized, but hoping it was from standing I took the head off to investigate. The sight of the piston crown full of holes that someone had drilled and then belted with something large in a half-hearted attempt at freeing it off took the shine off things slightly, especially



when it became evident that water had also got inside the engine and the crank was rusted solid.

The only option available was to hacksaw through the barrel and con rod, cut off what was left of the con rod with a Dremmel and hit the crank taper from the drive side to get the mag housing off.

On a brighter note the rest of the engine is fine. I'm even contemplating putting the original clutch plates back in as they certainly look good enough to use again... or maybe I will stop being tight and spend a few quid on some new ones. Maybe.

Barrie



Above left: The frame after a scrub with a pan scouring pad. **Above middle:** Another before cleaning shot, this time the legshields. **Above right:** And how they came out after applying some elbow grease.

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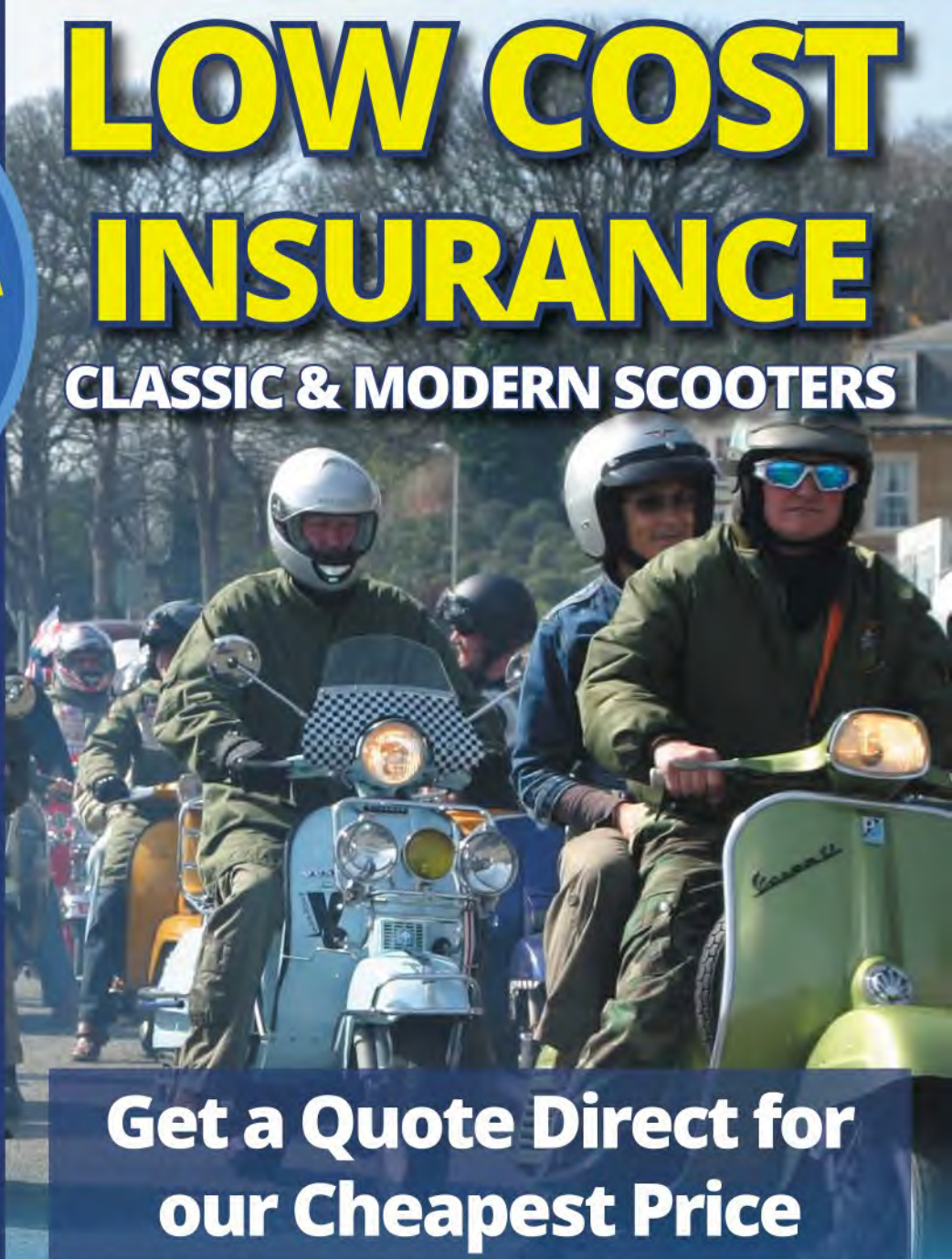


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SUZUKI BURGMAN

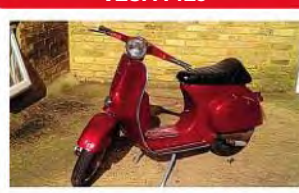
1999, 20,000 miles, MoT September, £500 Tel. 07494 130629. West Midlands

VESPA

1961 Sportique, original paint and engine Sportique with a 10 wheel conversion, runs beautiful, classed as a 125, £2500 Tel. 07534 814024. London

VESPA

1956, immaculately restored, original vehicle reg papers, Vespa is actually in Liguria, £6000 plus delivery costs Tel. 07748 862274 .

VESPA 125

Primavera ET3, 1977, imported from Italy in 2005, engine stripped and rebuilt, just serviced, £2700 Tel. 01799 523522.

VESPA 125

Piaggio, 2008, 12 months MoT, only 2000 miles, Malossi 166cc kit Malossi exhaust, Whitewall tyres, with original engine parts boxed, £1900 Tel. 07985 719120. Dudley

VESPA 50 SPECIAL

125, from 1981, front carrier, rear crash bars, Whitewall tyres, reliable and quick, 12 months MoT, no longer used, £2250 Tel. 07796 442252. Cambs

VESPA

1984, new MoT lots of chrome a lovely bike that just doesn't get used anymore, £1695 Tel. 07779 642602.

VESPA DOUGLAS

1961, bought in 1983 kept in a garage, body work looks in good condition for age, engine not currently working, £1995 Tel. 07581 257633. Exeter

VESPA DOUGLAS

152L2, 1961, original 125cc engine, three speed gearbox, 8" wheels, 6V electrics, £1800 Tel. 07894 657665. Birmingham

VESPA DOUGLAS SPRINT

1965, 125cc, good runner, good condition, matching numbers for year, on Sorn, £1800 ovno Tel. 07890 042307. Cornwall

VESPA ET4

2003 ET4 125cc, 10,974 miles, great reliable runner, chrome trim, top box, Scorpion exhaust, currently Sorn & garaged, £1000 Tel. 07939 859965.

VESPA GL200

2004, silver GL200, one lady owner from new, only 11,600 miles, good condition for age, £999 Tel. 07736 147227. Newquay

VESPA GS150

1959, rebuilt, lovely looking scooter, original engine, new tyres, lots of spares, 12 volt electronic ignition. Tel. Martin 07805 356947. Essex

VESPA GT125

1974 Spanish, with Rally Paint, engine replaced two years ago with 125P by Retrospective Scooters, runs great, £2200 Tel. 07534 814024. London

VESPA GTS300

with chrome accessories, windscreen and back rest, fsh, garaged, £2200 Tel. 07791 357774.

VESPA LX125

great condition, two users from new, runs very well, never had a problem, comes with Tucano lap cover, top box, £2300 Tel. 07845 690014. Surrey

VESPA LX50

with topbox, MoT until June 2016, 12,841 miles, £850 Tel. 01903 871683. West Sussex

VESPA PX 125

Limited Edition, year 2011, low mileage only 4000 miles, chrome racks & mirrors & original spare seat included, £2499 ono Tel. 07474 741710. Suffolk

VESPA PX125

2007 (166) Disc, vgc, couple minor scratches on side panels, Malossi 166 kit, 28mm Dellorto, PM chrome pipe, £1650 Tel. 07808 776539. Lincs

VESPA PX125

Piaggio, E, 1983, Pinasco 177, original colour Atlantic blue. Tel. +39342 9224494. Italy Email. pongo03@virgilio.it

SCOOTER TRADER

VESPA PX125



one owner from new, reg 2013, immaculate condition, 1000 miles, £2200 Tel. 01206 792659. Essex

VESPA PX125



Ltd Edition, one of only 50 in the UK, only 5 miles on the clock never ridden registered in 2015, £3500 Tel. 07762 180838.

VESPA PX125



EFL, Malossi 166 kitted, new rings, long stroke crank, 28mm Dellorto carb, PK lightened flywheel. £1900 ono Tel. 07896 996049. Leics

VESPA PX125E



good condition for year, 12 months MoT, reg as 125, racing exhaust, back rest, starts first time, very reliable, £1150 Tel. Jon 07977 151151. Hampshire

VESPA PX150E



Piaggio, always been garaged and never ridden in winter, in original vgc, 3269 miles, MoT, £1200 Tel. 07926 161974.

VESPA PX200



2000, JL stainless exhaust, front crash bars, stainless rear backrest/carrier, 12 months MoT, 14,200 miles, £2100 Tel. 07754 977769. Cheshire

VESPA PX200



1986, up-graded suspension, chrome wheels, vgc, with added Malo SSI kit, V5 reg document, £1700 Tel. 01273 235780. Brighton

VESPA PX200



original stock standard PX200 with genuine full history, vgc original paintwork, very low mileage, MoT, electric start, £2999 Tel. 07866 565125.

VESPA PX200



Series Special Custom, fully rebuilt, bare metal repaint with air brush Jimmy panels, many new parts, £3200 Tel. 07841 073408. Yorkshire

VESPA PX200E



reliable electric start and kick start, pannier, 12 months MoT, 12,450 Simoni exhaust, brown seat, £1500 no offers Tel. 07588 929249. Warwickshire

VESPA SPRINT 125



1965, PX200 engine fitted, good condition, starts well runs well, MoT 2016, tax exempt, £2000 Tel. 07825 026564. Lincs

VESPA SPRINT 150



1967, mint condition, silver, backrest, crash bars, spare wheel, sports exhaust, low mileage, £2995 ono considered Tel. Dave 01932 786030 eves. Middx

VESPA SS180



1964, stunning, 180cc, 2005, £7500 Tel. 07831 755306.

VESPA T5



Millenium 125cc, no 187 of 400, all original parts, genuine mileage 3250, very quick scooter, £3450 Tel. 07857 643362.

VESPA T5



Millenium complete with private plate celebrating England's World Cup victory in 1966, 5523 miles, £3950 Tel. 07914 599815. Exeter

VESPA VBB



1961, 125cc, 4400 miles, Whitewall wheels, years MoT, just been serviced, £3000 Tel. 07908 058198.

VESPA VBA



Douglas 150, 1959, new seals fitted stripped & powder coated just needs electrics finishing off, £1600 Tel. 07880 680682. Northamptonshire

VESPA VBB150



1963, good condition, runs well, tax exempt, MoT May 2016, reg with VCGB, needs new kickstart, £1900 Tel. 07760 884451. Lincs

VESPA VBC



vintage 1960s, 150cc, is a awesome street-legal collectors items that is a blast to ride, 10" wheels for more stability at high speeds. Tel. 07572 857876. London

VESPA VBN1T



1959, very rare real Italian, 150cc, 2002, £3000 Tel. 07575 758299. London

YAMAHA BWS125



2013, loads of mods, 160cc, 3200 miles, reg as 125, £1750 Tel. 07780 858590.

YAMAHA NEOS



49cc, colour white, windshield, 1400 miles, £750 Tel. 01243 373893.

YAMAHA TRICITY



excellent for commuting as very fuel economic, 64 plate, vgc, only used for a few months, 1925 miles, fully serviced, £2500 ono Tel. 07539 331098.

RAYDYOT SCOOTBOOT



genuine metal accessory luggage box, 55+ years old, believed unused, golden tick, all lid trim, plus fixing accessories, serious offers Tel. 07787 931 579. Lincs

AUTOMATICS

GILERA NEXUS 500 spares or repair, red, no MoT, Sorn, V5 present, one owner, only 10,000 miles from new, new fork seals, recent battery, been stored under cover for the last few years as it hasn't been used, runs well but when revved the 'EML' light comes on, will also need a new rear tyre for MoT, this is a fantastic looking big scooter, £595. Tel. 01843 833607.

HONDA FJS600 Silverwing, Silver flying machine, low mileage, good condition, extremely comfortable, huge carrying capacity, ABS, 2008 MoT till March 2016, with manual, documented service history, a few extras to go with this sale, two helmets, cover and new drive belt, £2495. Tel. 07836 633006.

HONDA NSC 110 E-E, vgc, very low mileage 169 miles, almost brand new, everything works perfectly, no fault and a good bargain, white, £1300. Tel. Mo 07460 974444; 07850 004344.

KISBEE 100 only done 350 miles and is in perfect condition, owned since December 2014 and have barely used, purchased for £1300 and I am selling for £900, great deal for anyone one looking for almost new scooter, still under guarantee. Tel. 07513 956743. London.

PEUGEOT VIVACITY 100cc, 17855 on clock, 51 plate, Givi top box, currently on Sorn hence no MoT, not used since 2013 which was a good starter and runner. Tel. 07774 851500. Leics.

TWIST AND GO MOPED 64 plate 50cc, four month old moped registered from new by myself text for more pictures and information located in Lincoln. Tel. 07791 773383. Lincs.

YAMAHA VITY reg 20/9/12, speed to 60 mph + 100mg, Sorned since end 2014, very good condition, exhaust has small area of discolouration, front brake lever slightly out of line and few minor scratches to lower body, otherwise as new, £1200. Tel. 07790 860187. Gwent.

LAMBRETTA

LAMBRETTA Series 2, reg 125, 200 engine, first reg in UK 1960, good condition, £3250. ono Tel. Steve 07919 434745. Norfolk.

LAMBRETTA GP200 1969 Italian GP200/225 DL correct numbers, will consider p/x with cash my way for another scooter, original paint, £6800. Tel. 07881 339082.

LAMBRETTA LH125 Series 2, 1959, stored in shed for 30 years complete and original, no log book but tax disc, £1150. Tel. 07887 618250. Leics.

LAMBRETTA 125/175 GP scooter nice bike, worth 3k, panels wrapped northern soul theme, under 300 miles since engine done with receipts, 1981, X reg, history from build, couple of nice touches, black n grey not Jan 2016, looking to swap for mine, modded up Vespa, £2900. Tel. 01744 730167.

LAMBRETTA GPTSI 225 1971, red, 4 speed manual, great condition, clean engine, 8 previous owners, engine has been returned from 150 to a 225, MoT Jan 2016, £4500. Tel. 07771 501486.

LAMBRETTA LD150 1957, its not a barn find as it's been in a kitchen since the early 90s, looks very original although has been painted with a brush by the looks of it, was assured it was a runner, it needs a battery and some fuel, open to offers, £3000. Tel. 07742 420738. Kettering.

LAMBRETTA LI Series 3, 150cc with MoT and tax exempt, 1963, restored scooter 6 years ago, ready to ride, £2950. Tel. 07817 150243. Birmingham.

LAMBRETTA LI125 Special, mint condition, mileage 53,893 miles, nut & bolt restoration 1998, restored to original colour, £3200. Tel. 07920 796562.

LAMBRETTA LI150 1966, great condition, superb running condition, lovingly restored to a very high standard, fully rebuilt, engine overhauled & metallic painted, fully chromed, original body panels, new tyres, spare tyre, electronic ignition, £3500. Tel. 07404 652427. Milton Keynes.

LAMBRETTA LI150 Series 2 LI150, 1961, recently imported and UK registered, MoT and on the road! Unmolested and untouched, original 6V points/electrics, no rust or rot and completely straight, ideal to ride as is or a real easy resto, £2200. Tel. Dave 07920 148699. West Midlands.

LAMBRETTA LI150 Silver Special, 1965 Italian import, engine rebuilt, original example of 1960s Lambretta, £2500. Tel. 01344 776454. Berkshire.

LAMBRETTA SL125 Spanish Lambretta from 1989, latest models, 12V, engine block ready for electric start, just fully restored & professional paint work, before restored the engine had 3000km, starts in the first try, everything in the scooter is new, more than £2000 spent in spares, £2300. Tel. 00346 60065656. Madrid, Spain.

LAMBRETTA SX150 restored approx five years ago to apple green specification, MoT, tax exempt and ready to ride, £4500. Tel. 07817 150243. Birmingham.

LAMBRETTA SX150 1969, SX150 with new 200cc engine, fully rebuilt 60 miles ago, SX200 side panels, horn casing & mudguard, all white with antique red seat, rear carrier & backrest, flyscreen & chrome footrests, looks well, goes well, MoT for 12 months, £3850 ono Tel. Paul 01709 372315. South Yorkshire.

LAMBRETTA SX200 Italian scooter 1966, genuine Italian 1966 SX200, owned this for seven years now all paperwork in my name, genuine nice road going scooter that is in useable condition & pretty much standard spec with all the right bits still attached, just had full service inc two new tyres & new MoT so ready to ride, £5100. Tel. 07417 822700.

LAMBRETTA TV175 1962 TV175 restored to the highest standard back to how nature intended it apart from 12v ignition, 6 digit no plate, £5250. Tel. 07904 813404. Rotherham.

LAMBRETTA TV175 Series 2 cut down, Italian, clear and un tampered with frame and engine numbers (1961), registered on a 'Q' plate with V5 (80's cut down style), £1950. Tel. 07794 684015. Kilmarnock.

LAMBRETTA TV175 1964, all white, full MoT, new panels, red seat, Whitewall Contis, owned since 03/12, £3600. Tel. 07843 561893.

LAMBRETTA PARTS

LAMBRETTA AF tubeless wheel rims x two Michelin tyres, new fitted wheels new, silver, £120. Tel. 01622 208672; 07849 652620. Kent.

LAMBRETTA GP125 ENGINE bought as a reconditioned unit March 2007 and never used, complete with new carburettor exhaust and engine covers, £470 ono Tel. 07821 026763. North Wales.

LAMBRETTA PARTS two 6 volt Lambretta Ducati flywheels with stator plates plus coil, both working well split, £25. Tel. 01932 840597. Surrey.

LAMBRETTA PARTS 12 volt AC 20 amp lighting regulator, Italian still boxed never used, £15. Tel. 01932 840597. Surrey.

LAMBRETTA PARTS pair LI/TV side panels, clip on type, £75. LI Horncasting, £20. Front Hub LI, £50. LI front mudguard, £20. Spanish 150 gearbox, £50. 2 x 200 barrel/piston & heads, £30 each. 12V electronic flywheel & stator to fit 150, £75. 150 crankshaft, £30. LI/TV kickstart, £10. Tel. 07850 529018.

LAMPS 6 volt lamps Festoons and BC types plus 25/25 head lamps, £5 the lot. Tel. 01932 840597. Surrey.

ROYSPEED INLET MANIFOLD original unused Royspeed Mk1 Amal/Wal Phillips inlet manifold, 200cc spacing, £80. Tel. 07866 720333. Derby.

SMITHS CHRONOMETRIC Speedometer, 120mph side trip speedometer, fully reconditioned and calibrated for ten inch wheels complete with grey cable, £360. Tel. 07866 720333.

VARIOUS SIX VOLT BULBS suit Series Two Lambretta, £10 the lot. Also Italian 12 volt AC regulator, 20 amp RT501 still boxed and never used, £10. Tel. 01932 840597. Surrey.

VESPA

VESPA 125 DOUGLAS 180 DR kit, lovely condition, black and red with Florida bars, mudguard protector and chrome grips and back rest all fitted to it 1987 model great first scooter for anyone rides lovely a real nice machine, no MoT, will MoT for buyer if required, 6500 miles on the clock any viewer or buyer will like this scooter, £1550. Tel. 07973 867694. Stoke on Trent.

VESPA GS150 1959, rebuilt, resprayed original silver, original engine, new tyres, photos of rebuild, runs great, lot's of spares, £6500. Tel. 07805 356947.

VESPA GT60 Limited Edition, number 3** of 999, excellent condition and less than 16,000 km (or approximately 10000 miles), it comes complete with the full Limited Edition pack and two keys, including the red one, £3250. Tel. 07830 229026. Berkshire.

VESPA LX125 3V, really good condition has only been used around the city so has not been abused on long journeys is a 63 reg, £2200. Tel. 07539 511757. Newcastle Upon Tyne.

VESPA LX125 Silver, MoT still to run, recently had new tyres, exhaust and drive belt, in fantastic mechanical condition, a few bumps and scratches and you would expect from parking in London but nothing major, 25,000 miles, £1200. Tel. 07578 252355.

VESPA LX50 2013, black, cream seat, two helmets, chain lock & cover, £1800. Tel. 07902 595137. Wolverhampton.

VESPA PK125 X reg, 1983, had total rebuild, 2014, lovely paint metallic green, with custom wrap The Joker can be removed, 11 months MoT, starts and runs like new, £1800. Tel. 07887 413748. Southampton.

VESPA PRIMAVERA 50 2T brand new, never used, mileage on the clock is on three miles, won the scooter in a competition & currently don't have a use for it, always been stored in doors, £2200. Tel. 07875 429278. Milton Keynes.

VESPA PX125 in nero black, only 2947 miles on the clock, full service history, manufacturer warranty until the end of June 2013 plate, only owner from new, runs lovely real head turner, very clean scooter, no test rides, Fred Perry decals, £2300. Tel. 07727 557111.

VESPA PX125 2014, only three months use, still under warranty, vgc, £2500. Tel. 07827 275433. Brighton.

VESPA PX125 standard PX125, 03 reg, vgc for year, new tyres just been serviced, was used purely locally for backwards and forwards to work, only in nice weather, MoT till August, only selling due to new scooter, service history & viewing welcome, £1550. Tel. Mark 07836 500048.

VESPA PX125 2007, in black, good runner but a bit scruffy and needs some tlc, particularly the side panels, 4166km on the clock, MoT until August 2015, comes with backrest & rack, Whitewall tyres & has had recent new exhaust fixed, £1200. Tel. 07837 293136.

VESPA PX125 Disc E 04 plate, low miles, 2004, only 4760km on the clock, stored in garage & dry running only, one previous owner, excellent condition, silver with brown seat (black also comes with it), chrome crash bars on front, must be seen, £1850. Tel. 07787 837661. Lincs.

VESPA PX125 1984 PX125 complete restoration, engine fully rebuilt, new cables, mint condition, £2000. Tel. 00353 876794545. Ireland.

VESPA PX125 2012, red, Pinasco 177 aluminium kit, long stroke Pinasco crank, ported casings, uprated & banded clutch, 22mm carb, fast flow tap, Pinasco variable ignition with lightened flywheel, SIP road exhaust, Ancillotti seat, 11 months MoT, only 3700km, excellent condition, £2250. Tel. 07907 085174. Kent.

VESPA PX180 51 reg, great condition many extras, Sorn at present as one rear indicator not working easy fix, 29,000 miles, £1895. Tel. 07808 515914. Hemel Hempstead.

VESPA PX200 E, 12 months MoT, good condition, reliable electric and kick start, Simoni exhaust, 12,450 miles, £1500 no offers. Tel. 07588 929249.

VESPA PX200E mint condition, goes like hell, Scorpion exhaust, will put new MoT on it, 1991 model, need to sell due to not wanting to do my test, so make an offer, £2000. Tel. 07889 459679.

VESPA PX200E black PX200E, excellent bodywork, refurb Sept 2013, SIP Road 2.0 exhaust recently fitted, £2000. Tel. 07951 108911.

VESPA PX125 c1982 restoration project partly dismantled, engine complete, floor footboards rusted need repair, rest of body and tinware good, £295. Tel. 01634 843803. Kent.

VESPA SMALL FRAME 50S with DR 90 Kit, installed on it, 1978, £995. ono Tel. 07511 258872.

VESPA SPRINT 150 1967,nice Motovespa SPRINT 150, styled exactly like the SS180, running order to restore or ride as is, have the Spanish registration doc, it's not reg in the UK, no swaps or crazy offers please, can deliver along the M4 corridor as long as arranged in advance, £1275. Tel. 07769 891770. Swansea.

VESPA T5 125 Malossi 172, MoT and the logbook is in my name as a 125cc, £1700. Tel. 07739 500445. Anglesey.

VESPA PARTS

VESPA GT125 2004, carb, £30. Used coil, new, £10. Michelin tyre, 130/80/10, new, £25. 100/90/10 tyre used, £10 can post if required. Tel. Bob 07599 896631. Cheshire.

VESPA GT200 engine removed from a Category C 2004 auto Vespa, it was fully running and as covered 30,000km or 20,000 miles, it comes complete with carb, air box and filter plus there is documentation to prove mileage, but it will need a new centre stand & oil filter, £300. Tel. 07547 684091. Northants.

VESPA GTS seat in black with white pipping in very good condition, £50. Also GTS standard exhaust in very good condition, £50. Both item's came off my 13 reg GTS. Tel. 01226 297643; 07979 632243. South Yorkshire.

VESPA GTS PM68 EXHAUST PM tuning, will fit 125 to 300cc model with fuel injection, hardly used in great condition, £250 ono, collect from near Gatwick. Tel. 07766 535363.

VESPA PX125 cylinder piston and head in good condition, only done 3000 km, came off my 13 reg PX125, £35 buyer to collect Tel. 01226 297643; 07979 632243. South Yorkshire.

VESPA SMALL FRAME Flat white 135 Polini kit Dellorto open mouth carb, 12v electronic ignition, original log book will have full MoT to go only three owners, also comes with spare Polini 135 kited engine with Mikuni carb fitted, reg as 90cc, very nice condition, £2000 ono Tel. 07411 456948. Teesside.

VESPA SS180 GS160 standard exhaust, as new possible unused, nos painted black, £60 ono. Tel. 01932 786030 evenings weekends. Middlesex.

VESPA SS180 genuine seat, complete, black, grey piping requires refoam rubber interior pad, £80. Universal high back rest with black pad as new, £30 collect only. Tel. 01932 786030 evenings weekends. Middlesex.

WANTED

DOES ANYONE HAVE a Simonini exhaust for sale? needs to be for a Vespa PX200. Tel. 07958 744362. Warwickshire.

GP200 ELECTRONIC OR GRAND PRIX Looking for an Italian GP200 22/2 electronic or grand prix, restored or original, good price paid for the right scooter, strictly no rubbish. Tel. 07962 344296. North Yorkshire.

LAMBRETTA Series 1, 2, 3, with a tuned well set up engine, TS1, Mugello IROLA MT casa etc, upto £5000 cash waiting, please ring for a chat. Tel. Paul 07968 728822.

LAMBRETTA L15 Silver Special, 150cc, must be in good condition, cash waiting for the right bike. Tel. James07746 911148. Scotland.

LAMBRETTA SERIES 1 preferably not a framebreather to restore or as a running restoration, would consider an LD or series 1 parts, not too bothered about engine condition, but decent solid bodywork would be an advantage, cash waiting, can pick up within 200 miles of Sunderland. Tel. 0191 5100211 between 10am-8pm.

SCOOTER PATCH mid-Sussex saints scooter patch from Newark 1984, your price paid. Tel. 07900 803132. East Yorkshire.

TRIUMPH BIKE or spares p/x or buy. Tel. 01634 843803. Kent.

VESPA RALLY 200 either restored to factory spec or in original condition, top price paid for the right one, also if interested would consider a part-ex with a Vespa GS160 Mk1, immaculate condition. Tel. 07402 002204.

VESPA T5 engine cases required for project, ideally matching halves, but anything considered, even a full engine. Tel. 07900 803132. East Yorks.

VESPA TWO FRONT RACKS tow sets Florida bars, no gems as new, good condition, suit SS180 and Sprint 150, 1960s, 1970s, vintage for restorations. Tel. 01932 786030 eves/weekends.

WANTED PX FRAME 2008+ after a Vespa PX frame rot & dent free any colour, but pref to black don't need a reg/vin as it's only a replacement, no silly prices. Tel. 07891 323376. North Wales.

MISCELLANEOUS

HAYNES WORKSHOP MANUAL Peugeot Speedflight, Trekker & Vivacity, 1996 to 2005, unmarked white pages, like new condition, £8. Tel. 07989 951895. East Kent.

INLINE SPARE WHEEL CARRIERS original Fiar and Cupinni inline spare wheel carriers, Powder coated in Fiat silver, £85. Tel. 01332 346580. Derby.

LP RECORD Secret Affair - Glory Boys, 1979, genuine one owner, vinyl LP record in lovely condition, sensible offers invited, will post signed for safe delivery. Tel. Mike 07748 543611. Cheshire.

MA1 ORIGINAL dated, 1970, this is the early one with the full wool lining not the modern polyester, very rare all original, some small holes on cuff and waist band, size XL original Scovill zip, colour olive green, £150. Tel. 07863 547773. London.

RAYDYOT SCOOTBOOT genuine metal accessory luggage box, 55+ years old, believed unused, golden tick, all lid trim, lock & key, reflector & rubber, plus fixing accessories. Tel. 07787 931579. Lincs.

SCOOTERING MAGAZINES 340 pristine immaculate Scootering magazine, magazines from the very first edition in 1985 to November 2914, all look like they have never even been read, fantastic collection, offers - to be collected only. Tel. 07832 488493. North Yorkshire.

SIDECAR 1966 Motovespa and S-Boy Sidecar, good provenance, with photos, letters etc from original owner, currently on ebay, but happy to show to anyone interested, runs fine, but could use a new carb (hard to find), if wanted to convert to 12V, I can provide an LML 150, located 30 mins from Bristol, £3000. Tel. 07788 920855. Wilts.



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Vespa Sprint-etc £109.95


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CRASH BAR** £89.95
Cuppinì Italy 22mm


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BAR PX MODELS,** £99.95
Cuppinì Italy


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Nel from Birmingham Atlas SC's daughter Nell, 11, on his 63 LI150.



Gloucester & Cheltenham SC members' scoots on the Isle of Wight 2014, from Trev Bees.



FW Beckett from Sutton in Surrey sent in this photo of his pride (Vespa 150) and his joy (girlfriend, Karen).



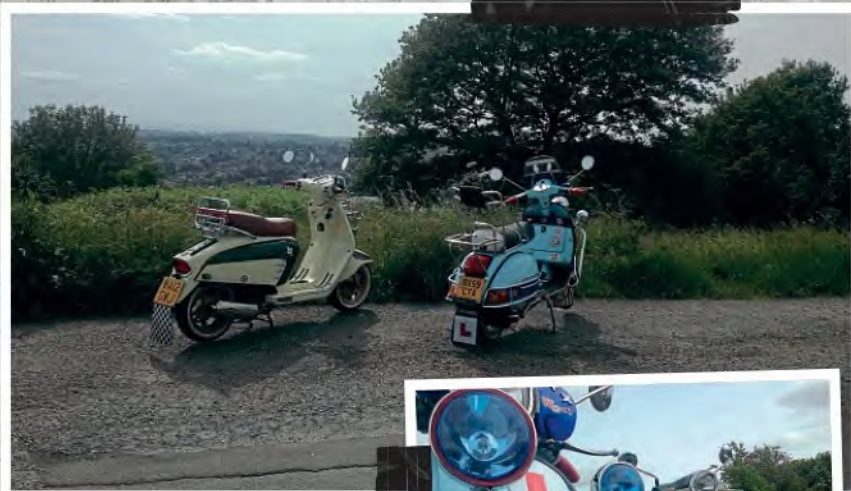
Confused.com with Nick Allen from Stoke-on-Trent. Sent in by Justene Reece-Edmonds.



Lambretta Leaper, owned by Alastair Maughan of Leeds. It is a 1963 Italian Li 150. He tells us: "I bought the bike for my 65th birthday having ridden an Ld and an Li in the Sixties. Because I love Jaguars I decided to customise it accordingly. I have stripped and rebuilt the bike using stainless fixings throughout. The paint job is in Jaguar Racing Green Pearlescent (2003) and Cream with some Jaguar trimmings such as Walnut dash and glovebox and Leapers."



The Low Numbers heading to Madeira Drive in August 2013 from Simon Neale.



Lee (MWSC) took these photos on the way back from a rideout with his dad on the Bromyard Downs. It features his dad's Lambretta LN125 and Lee's Vespa PX125.



This is Paul Hill on his old Vespa back in 1981, and today on his Lambretta Series 1. Pictures sent in with a message to say: "Happy 50th birthday, love from wife Sue, and sons Max and Zakk."

Least crap snap



This image was sent to us by Greg Butler of London based New Originals SC on a trip to the seaside. He says: "Here's a shot of our scooters just before sundown at Beachy Head, Victor's, mine and Tony's in the early part of June." Very atmospheric Greg, nice.



Colin's prized possessions, "Still got the bug 40 years on!"

To encourage you further into sending us some fine and artistic images of your scooters, those kind people at Silkolene have offered some goodies for each month's winner of the Least Crap Snap.

Firstly we have four one-litre bottles of Scoot Sport 2 oil, which is a synthetic, ester based low smoke 2-stroke engine oil that retails at around £9.35 per litre. There is also a litre bottle of Wash Off, Silkolene's 'spray on, wash off' cleaner to keep your scooter shining. This retails at £7.35, giving the prize a total value around £45. To find out more about Silkolene visit www.silkolene.com

Please send your scooter pictures to: Show Us Your Scooters, PO Box 99, Horncastle, Lincs LN9 6LZ (include a SAE if you want your print returned) or email a HIGH RESOLUTION image to editorial@scootering.com



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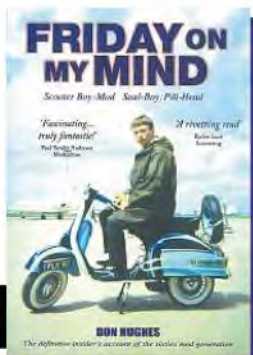
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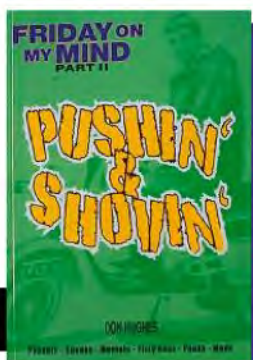


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LICHFIELD 3 SPIRES 4TH SUMMER GATHERING



After last year's Summer Gathering and the scorching sunshine we had, the weather this year was cold. As the morning progressed the rain just got heavier but the traders who had booked kept turning up, not letting the naff weather dampen anyone's enthusiasm.

At Wall Island, our meeting and starting point, the scooters kept arriving and as midday loomed for our set-off, the rain dried up. The ride out was great and enjoyed by all, not just the scooter riders, but the

public who had come out to wave us on as we rode through Lichfield.

As the some 150 plus scooters arrived at The Horse & Jockey there were already plenty of scooters and people waiting to meet us so the atmosphere was buzzing and just kept getting better all of the afternoon.

My heartfelt gratitude goes out to all of the traders, Coastal Trippers Scooter Workshop, Phil Ford 60s Barber, Debbie Murphy Retro Clothing, Steve The Badgeman and Mark Gallagher the DJ. Also Big Dave and Martin Baker the marshalls for the ride out, and Lichfield Round Table for

leading it, Clive Reed for the photographs and just being a good bloke. Well done to John Eames and his stunning Lambretta for winning the best of show scooter, Chris Jordan and his staff at The Horse & Jockey were as fantastic as ever as hosts and worked tirelessly throughout the day. My biggest thanks though is to all of the scooters and riders and everybody else for making the Summer Gathering what it is, a great event that is getting bigger each year.

Plans are already under way for next year's 5th Gathering. Ride safe one and all!
Paul Lynam

ROCKINGHAM OVERNIGHTER MAY 9-10, 2015



I have lived in Perth, Australia, for almost two years now and have been a member of the Rockingham Coastal Scooter Club for the same duration. Originally founded by an old Sixties Mod, Jimmy Straker, it was made up of enthusiastic ex-poms and Jim's family, ex-Middlesbrough folk.

Now while there are several scooter clubs in Perth, due to the vast area of the state (13 times bigger than the whole of the UK), these clubs are spread out a little. Scooters are a common sight through Perth city and the port city of Fremantle and clusters of Lambrettas and Vespas are regularly spotted outside wine bars, pubs and coffee shops used as meeting places. However clubs tended to keep to themselves and not really mix, a la rallies in the UK. No one had ever put on a proper weekend overnight camping style rally... until now!

In the coastal idyll of Rockingham, hidden away next to a white beach at the far end of the foreshore is the Alfred Hines camp for kids which sleeps 120 in dormitory accommodation. Next we booked a band, a local trio by the name of Jampact who were thrilled to participate, then a ride out was organised to a country pub where food and beer were offered. The week before the event another local band Voxbox contacted us asking to be involved and like Jampact agreed to perform for beer and bed!

So the day finally came round for the inaugural Jim Straker run and first to arrive were the Classic SC, followed by Paradise Lost SC (WAs largest club), the Incrowd and members of the Lambretta Club of Australia. To greet them were three DJs playing rally favourites from 2pm right through to 6am.

The run out to the Vernon Arms was a great success, 35 scooters winding down the coast road in the beautiful autumn sunshine for a beer and a bit of nosh. Then back to the camp for the show and shine, won by a 1963 TV175 Lambretta.

Voxbox's covers of Britpop hits were amazing, while Jampact are by far the best Jam tribute band I have seen. The DJs then took over again and played great music till 6am when the last of the revellers melted away to their beds.

The only low point of the whole weekend was not having Jim, our founder at the event having lost his short battle against cancer only a few weeks earlier. This made the weekend all the more poignant and was a tribute to the old Sixties Mod. Roll on 2016!

Mark Leahy

COASTERS SC RALLY-NO 6 (JUNE 19-20, 2015)



After five years at Felixtowe, this year the Coasters decided a change of venue was needed, so the sleepy village of Langham in Essex was picked. This year their choice of charity was EACH – East Anglian Children's Hospice.

Arriving Friday at Langham community centre, I was very surprised to see how nice it was and how busy it was becoming. The Coasters had laid on entertainment for the evening; with a couple of bands, The Kopy Katz and Toot 'n' Skamen. After the bands

people then went inside the centre where the DJs were spinning their stuff and packing out the dance floor till the early hours.

On Saturday there were vintage stalls selling clothing etc, as well as food stalls. There was even a stall called the Village Rose selling cream teas and cakes, much to many people's delight! A rideout also took place around the local countryside, taking in a custom and vintage car show.

Bands for the day were the Collectors, the Pre Fabs, Rhythm Rockits, Double Barrel

and the Fliks, after which it was down to the DJs to finish off. On the whole a very good, well organised rally at a new venue with something for everyone. Not even the odd bit of rain could spoil this. This is what makes scootering worthwhile.

Thanks must go out to all the bands that played, the DJs, local clubs and solo riders, the sponsors, and last but not least all the Coasters for all their hard work and organisation for this rally, which also saw their attendance double this year.

Martin M (CDVLC/Coaster)

CARRY ON REGARDLESS 9



People were arriving early on the Friday, the sound of KTF Soul Club kicking off the late afternoon/early evening proceedings in the tent while SJSC's very own young DJ, Callum Osmond kept the early drinkers entertained in the bar. Before long I was greeted by Jennifer Parker and Michelle Joy from the Sid James SC American chapter. They had flown into London, hired a couple of Hondas and made their way to us.

As we moved into the evening, the first band, Scam 69 played, a great mixture of the sounds and energy of bands such as the Clash, the Undertones, the Buzzcocks, the Stranglers, the Adverts and many more. By now KTF were rocking the marquee, which was complete with talc'd up dance floor playing all your favourite Northern Soul.

Once the band had finished in the main hall, the punters were being entertained by none other than Paul Carr of Mersea fame

and a regular at CoR! A few donned fancy dress in the 'Back to school' theme and a special mention goes out to the Thanet Scooterists and Pirates netball team. Well played!

Saturday arrived along with the usual sore heads. The custom show was judged by Callum Mcrindle who dished out the trophies, then the ride out left, lead by Big Martyn, leading the 70 odd scooter convoy through the beautiful Sheppey countryside.

Once back at the site it was time for the games and the now infamous Sid James truck pull, which was won marginally by the South Coast Pirates SC, after stiff competition from Sid James SC. There were more games, hosted by the Big Bear, involving spinning round poles, beer, water and space hoppers but sadly no projectile vomit this year.

The evening came round quickly and the first of the bands was The Ferrals who played a vibrant mixture of genres from Britpop through to Hard Blues-Rock. Next

up was The All-Nighters, an eight-piece Northern Soul covers band who were a real crowd pleaser and blew the roof off. It was later left to myself to finish off in the main hall and bring the curtain down on yet another successful CoR.

Sid James SC would like to thank every single one that came and made our rally what it was, your continued support is very much appreciated by our small, family-friendly club.

Big thanks to our trophy sponsors: Medway Aces SC, Medway Scooters, Atoms Scooters, South Coast Pirates SC, Big 7 SC, Gravesend Sentinels SC, South Kent Saints SC, The Rose Inn (Dave Ingram), Sittingbourne Knights SC, with special thanks to all the DJs, the bands, Paul Carr, Karl Beeston, Milly Beeston, Nick and Belinda and their Little Groves staff and last but not least, the Sid James SC members who make it all possible.

Wils, SJSC

PADDY SMITH'S SUN RUN 5



The rally is situated in the little village of Allemans-du-Dropt, where the campsite, entertainment and bar are within walking distance which makes it ideal for the size of the event. On arriving in Allemans we were welcomed with a cold beer; perfect in the hot afternoon sun. All the meeting and greeting done and it was back to the campsite to get set up and let the partying commence!

The do is held in the local community hall, which is more than big enough for the usual drinking and nonsense that prevailed; all present having a good night – some people more than others!

Saturday was greeted with yet more sunshine and a free breakfast to start the day. The schedule was a ride out of 50km, which at first sounded a lot, but actually turned out to be a fantastic spin around

the B-roads. Approximately 50 or so scoots took part in the run which was quite a buzz. Half way around we stopped in the little town of Duras for refreshments, then it was on to the restaurant for the meal Paddy had organised; another picturesque location in the hills not far from the campsite..

So with everyone stuffed we headed back to the campsite for the custom show and fun and games. The tyre throwing was the first to get going and yes, the same lad won it again this year as last, with the minimal amount of effort, and fair play to him – we may get him next year!

Then it was the turn of the sombrero scooter limbo, which didn't last too long as two idiots ruined it for everyone else by falling off, one ending up in A&E and the other almost decapitated his finger... Now coincidentally at this point I couldn't

tell you who won what at the custom show, as I was in the A&E, but I'm sure everyone deserved whatever trophy they got.

Upon my return to the site I discovered that Saturday was very much like Friday night, a good time had by all.

Overall it was a reasonable turnout of people and clubs from Britain and France with a good group of people who had also come from the EuroVespa in Croatia.

As always happens with a good thing, this rally was over too soon and so a final big thanks goes out the Smith family for all the effort they put in to this rally. If you're thinking of doing a different rally next year get your arse into gear and head towards the southern end of France. Just take care riding that limbo Lambretta!

Words: Bob McGhee

Photos: Bob, Trevor, Ali, Marcus, Marieke, Ian



Well it's been just over a year since Tony Class' passing and the second ride out with out him; things will never be the same now he's gone (and it's a damn lot quieter as well!!). But as they say, the show must go on...

As usual I had 364 days to get my shit together for this year's 19th Great London Ride Out and only managed to get an MoT for my T5 with hours to spare before the scooter shop closed on the Saturday before the ride out the following day. I am sure you are all aware of those nail-biting moments waiting for the examiner to give you the verdict, it's a bit like waiting for the fate of your beloved wife/bird/dog/Vespa. The outcome? My scooter was doomed! Another two hours on my 'arris, bits of cable sticking out my finger tips, usual stuff, then came the angelic words from Satan himself, "Oi, Mod... it's passed!" Woohoooo! A little dance of celebration and then back in the saddle ready for the off in the morning.

I had a real good feeling about this year's rideout, unlike the previous year for obvious reasons. Firstly I had promoted it well in advance. Secondly I was happy with patch design, third I had full support of The Mad

Mods and Englishmen SC. Fourth, I had a professional photographer on board (Gemma Reynolds), and fifth the sun was turned on! Perfect; what could possibly go wrong? Bugger all! That was up until I got a few miles down the road then disaster; wibbly wobbly, all over the shop like riding through jelly – you guessed it, a flat tyre and no poxy spare! Aaarrggghhhh! So a taxi back home, and eventually I set off again but straight to Southend, totally missing the ride through London. I felt like a fish ready for the plate – gutted! According to my reliable source the numbers were down at Regents Park which quite surprised me a bit as the only other rallies that coincided with that date were one up in the northern hemisphere and the others in Europe.

I managed to get to the second meeting point, The Dick Turpin pub on the A127, about 10 miles outside Southend just in time. Now that was a sight to behold, wall to wall scooters, hundreds of the buggers! Cigarettes, stale booze and two-stroke filled the air; lovely.

Had a quick slurp, knocked out a patch or two then on to the final push to sunny Southend. As you may know that in previous years the local council have tried to put the mockers on this event, to no avail. We will

not go away and why should we? It's always been a very peaceful day out and rakes in shed loads of readies for local businesses. This year there was not one traffic warden in sight and a very low key presence of the Peelers. The seafront has now been transformed to accommodate plenty of off street parking too, at last!

Ultra cool Mod band The Beatniks kept the masses grooving at Chinnery's to some old time classics (and all for sweet FA, thank you guys, you rock!). With a healthy display of custom and vintage machines on display, we couldn't have asked for a better day. So a big thank you to Smiler and the Mad Mods and Englishmen SC for leading the convoy through London, The Beatniks, Gem and Sharon for being so, well, Sharon!

Words: Wolfy

Pictures: Wolfy and Gemma Reynolds

SHOW RESULTS

Best Mod Lambretta: Li150 series 2, AMU 82A

Best Mod Vespa: PX, LT63 KHx

Best Lambretta: LI Series 1, 767 VMP

Best Vespa: GT, BGW 505G

Best smallframe (Pat Irwin trophy): PEF 341R

RUN TO THE RIVIERA 6, LIVERTON, DEVON, JUNE 19-21, 2015



Thankfully this rally, set on the edge of Dartmoor, managed to shake its 'Row' To the Riviera tag of two years ago. This year it was again blessed with the kind of weather which attracted those willing to spend a weekend under canvas in an 'old skool' setting.

With sales of guest cider and the obligatory curry doing a roaring trade, a relaxed collective gravitated towards the marquee where resident DJ Miss Emma Cox kept the floor filled with rally standards. Congratulations go to Roger Warren who briefly interrupted proceedings on stage to propose marriage and a permanent pillion seat to Nikki Marriott. Having gained a response in the affirmative, ska outfit The Embezzlers proved very popular and threw a few curveballs including a cover from west-country favourites The Wurzels. Great stuff.

A cloudy start to Saturday saw punters parting with their pennies at the parts fair. Not charging traders for their pitch ensured

a healthy and diverse turnout. Brisk business was evident throughout the day. Custom show judging is never an easy job these days given ever-improving standards of craftsmanship.

Specially commissioned pieces of ceramic art were the prizes on offer for those judged worthy of their effort. A midday Rideout ended at Scenic One World Café in Babbacombe where Vinyl Avengers DJs Loadz and Lady Jade played a lunchtime set that was well received.

Back at the ranch, simplicity again proved key to bundles of laughs aplenty. Wheelbarrow races, five-a-side footy, a scooter gymkhana, and a good old tug-o-war drew the crowds from the bar and Pimms tent. Yes, you read that correctly!

Sections of the faithful would do very well to add a hat and sun lotion to their rally survival kit in future given the shade of lobster on display in Haytor Vale that afternoon. A special 'Rallyoake' clubhouse sing-along put many a smile on faces and

the bar staff should get a nod of respect for having to brave those that Simon Cowell will not be adding to his books anytime soon.

With a full house in, licence wise, mention must go to Patrick and Pauline Houlihan who scooped Farthest Ridden for the second time in Liverton's history with an awesome 326 mile ride from Bridlington two-up. Perennial best turned out club Troglodytes from across the Tamar Bridge swelled ridden numbers significantly.

A well-oiled and well-fed congregation gathered for a blistering set from Cornish-based Citizen Smith, superb musicians well worthy of a repeat booking. With many familiar and new faces content to mill around the clubhouse until the wee hours a very cordial and welcoming atmosphere was noted until the close.

On behalf of Liverton FC, Cyder Commandos and Torbay Mods SC, massive thanks for all your support.

Dave M



PIZZA PILGRIMS

From Italy to London on three-wheels

Vespa-riding brothers Thom and James Elliot decided to escape the London rat-race by starting their own business. The pub-inspired plan was to cook pizzas in an oven on the back of a Piaggio Ape van and sell them on the street.

Admittedly, there were a few small holes in the details of this scheme. Firstly, the cost of getting the correct Ape model delivered in the UK was exorbitant. Secondly, they were told it wasn't possible to build a stone pizza oven in the back of an Ape. Perhaps most importantly, neither brother really knew how to make proper pizzas.

There was a simple solution to all these problems. Road trip! The lads would fly to Calabria on the 'toe' of Italy, buy their Ape and drive it back to Britain while stopping to learn the peculiarities of pizza preparation along the way.

Since their first Ape-powered pizza stall in London's Soho district in 2012 the boys have worked every hour on the Pizza Pilgrims business. It has since spawned two London pizzeria restaurants, a cookbook and even a satellite-channel TV show.

Interview: Sticky

Main photography: Miles New



Vespa-riding brothers Thom and James Elliot in Naples.



Thom's daily ride is a modern Vespa Primavera.



Buying the Ape at a Piaggio dealership in the far south of Italy.



James is more into cooking while Thom is into eating.



1: Nduja sausage – the chilli-powered secret ingredient. 2: Learning how to do the job properly at world famous Pizzeria Da Michele in Napoli. 3: At the Piaggio Museum Thom enjoys the comfort of an Ape Calessino... 4: ...while James favours the origins of the breed. 5: Conditions inside an Ape are best described as snug.

Before you started all this did you have any prior connection with scooters or with Italy?

Thom: None at all really. James had done a cooking course in Tuscany about five years previously – and had seen the little Ape vans driving around at that time. Otherwise – we had no connection with Italy at all.

Why did you choose to buy an Ape van?

They just seemed so quintessentially Italian – and such a fun, eye-catching little vehicle. We had not really done our research properly when we first had the idea – so we had no idea that pizza ovens were quite so heavy. When we first spoke to them, the guys at Piaggio said that we would not be able to get a pizza oven into an Ape – it just wouldn't work. Luckily we ignored them (and they were wrong).

What model did you buy?

We knew we needed it to be as powerful as possible, but we wanted the classic three wheeled look. The Porter van would have been more practical, but in the end we plumped for the Ape TM – as it sat two people and had a mighty 218cc two-stroke engine!

How did you fund both the Ape van and the trip?

We managed to buy the Ape ourselves from savings. The actual idea of the trip originally came about as a cost saving measure – it

was cheaper to go and collect the van than get it imported. The trip ended up being part funded by the TV show and book – but that was not something we had in mind when we first planned it all.

Why did you buy one in Calabria, right in the south of Italy?

We thought, "If we are going to do this, we need to do it right." The south of Italy is true pizza country – so we knew we needed to start in the south. It just seemed nice to start at the Italian equivalent of Land's End. Calabria is an amazing part of the country.

What was the journey like?

It began with a couple of little admin issues. We had none of the right paperwork on arrival – so had to delay collection. We also did not know that our Ape was not allowed on motorways in Italy – so we had to change our plans from day one.

Nobody had accounted for the Ape being half the speed of a normal car. We used to joke that we needed an Ape button on Google Maps – the Ape journey time was often closer to the walking estimate for a route than the driving estimate!

We did the journey between October and November. It was strange as it started very warm in the south – but as we travelled we moved north and winter set in more.

Basically we had to stop every few days and upgrade our wardrobe, and because we had no space that often meant ditching summer clothes to make room for winter ones.

The route took in as many pizza related places as possible – needless to say it ended up being a full day in each location and then six to eight hours of driving afterwards. We had a nightmare with mountains. We ended up driving through the mountains at around 8mph uphill – at around 1am. Horrendous – but a great adventure.

Any other problems on the way?

While we were in Genoa, there were some serious floods, some of the worst in living memory. All the roads we were travelling on were closed, with the exception of the motorway (which we were obviously not able to go on). We ended up stuck in a small town, in their town hall, with the mayor and all the local councillors trying to help us find a way to get to our next town in Cinque Terra, as we were filming there the next day! We ended up having to go on a low-loader. That's still the only time we have needed breakdown services for the Ape.

We did get pulled aside by the Carabinieri for driving the wrong way up a one way street in Pisa. Trying to explain that we were filming a TV show was pretty tricky...



6: No, it's not broken! 7: At the French border, and still only half way home. 8: The brothers' latest venture is Sohocello – their take on the traditional Italian after-dinner alcoholic lemon tippale. 9: Concetta the Pizza Ape in Berwick Street Market.

En route you visited to the Vespa Museum in Pontedera?

We loved it – again there is a clip of our visit on YouTube. It is amazing seeing the early Apes – and how they literally were just a Vespa body with a van stuck on the back.

Did you really drive the Ape all the way home?

Yup – all the way to London, with an eight-man film crew behind us in a minibus at 25mph! The furthest we went in a day was actually outside Italy. We drove from Nice to Calais in one stretch. Matchstick time!

Top speed was 80kph – downhill obviously. Sadly I have never known a vehicle be more effected by gravity. We were overtaken by a jogger up a hill once which was a low point! There was also a massive high when we managed to actually overtake someone (a tractor)!

What technical problems did you encounter?

To be fair to her, our little Ape (which we named Concetta) did not give us any technical issues on the journey. She still hasn't really, which is amazing given she is carrying one tonne of stone.

You picked up ingredients on the way from various artisans. Did you find anything on the way that you've added to your menu?

The key one here is Nduja Sausage. It is an

amazing, spicy sausage from Calabria. It is made with 50% chilli and is spreadable – perfect on pizza. It has become our best seller in the pizzerias!

Pizza is a really simple food – so we learned that the ingredients need to be tip top to make it work. All our flour comes from Naples, cheese from Caserta and tomatoes from just outside of Naples.

How did you kit out your Ape to make the pizzas?

We installed a one tonne, gas-fired pizza oven into her. She rides a little lower than she used to!

Have you invented your own pizzas?

We have invented a couple – but we do tend to try and stick to the classics a fair bit as well. We are particularly proud of the 'Aubergine Parmagiana' and 'Pizza Carbonara' creations that we have made last year at Dean St. A couple of big pizza chains seem to have had the same idea this year!

Pizzas have regional differences all over Italy – which is your favourite and which style do you make?

We make Neapolitan pizzas – which we think are the best going. They are not thin and crispy, but doughy, chewy,

flavoursome and delicious. It really is all about the dough – and using a small amount of great toppings to get the most out of the flavour of the dough (unlike with American pizza where the base is just a vehicle for more and more cheese). We also loved the Ai Taglio pizza in Rome – served by weight with a huge variety of topping combos. There are definitely parts of Italy where the pizza is not great though – Venice for one!

You ride a Vespa as well?

Yes, I've got a modern Primavera automatic but I do covet a Vespa from the 60s.

Would you be up for catering a scooter rally?

Absolutely. As long as it is not too far away, because it would take forever to get there!

So driving an Ape back from Italy hasn't put you off them?

No, we've been up for a weekend at the UK Ape Racing series test day. We are planning on getting a team of racers together, so hopefully we will have a full team this year. It is great fun – getting an Ape on two wheels is as exciting as F1 I can tell you.

■ For more information see pizzapilgrims.co.uk or catch a repeat of their show on Food Network UK.

European Scooter Challenge 2015 Round 3 'Speedarena' Rechnitz, Austria, June

The European Scooter Challenge (ESC) is a race series for classic scooters held on mainland Europe and the third round was to be part of the race meeting held in the small town of Rechnitz in Austria, just a stone's throw away from the Hungarian border.



As with all ESC races, this was to be held on a small, twisty kart track more suited to Vespa smallframes than long wheelbase scooters such as Lambrettas. The ESC also had some 'guests' over the weekend in the form of the Austrian ESCC Challenge riders (running their own races) so there were a lot of riders attending the event with the lion's share being from Germany and Austria. For once our teams were not the only Italians attending and a few lone riders arrived, who we had last seen in the now-defunct Italian VPI Series.

With the event being so close to the Hungarian border, our trip up there meant taking in the whole of Slovenia, Southern Austria and parts of Hungary, so I chose to ride the 800km and arrived on my GP just one hour behind the nine-seater brigade!

Once we had set up the teams' gazebos we had a quick look around the parking area of the 'Speed Arena' and there were some really well prepared machines present. Okay, some look like dog's dinners, wearing several scrape marks and damage from being thrown at the scenery but some are really well turned out and would be more suited for the 'Best Engineered' class at a custom show. The technical innovations being applied to Vespa smallframes in Austria and Germany are light years ahead of anywhere else and on tight circuits little much can keep up with their pace. Most of the top players now use a heavily cut down frame with a clip-on fibreglass rear section added over the top, to allow for near-instant access to the entire engine area. Other notable machines were a very fast orange T5 Vespa and a lad with a PX that had a custom-made holder in the

left hand panel to take a crate of beer to act as ballast!

Friday was spent testing the scooters and letting the riders get to know the track. For many of those present, this was their 'home' track so the competition was going to be stiff with most of the faster riders setting times within just a couple of tenths of a second, it was that close. What was interesting is that the machines in the Group 5 'Standardised Class' (where they have a 12bhp power limit and the obligatory use of common components) were setting lap times only just off the times of the fastest scooters with 30+bhp going through the rear wheel.

Saturday morning and during the qualifying races, rider Benjamin Neuberger dropped his scooter on the fastest corner of the circuit, getting a broken ankle for his troubles. With the resident ambulance



having to cart him off to the local hospital, all racing prematurely stopped until a second ambulance arrived. This was a shame as he was putting down some of the fastest times of the weekend on a smallframe with just over 20bhp. We wish him well and hope to see him back on the track soon. The unforeseen wait gave the organisers, Stoffi and friends, a chance to immediately impose the lunchtime 'stop' and quickly reorganise everything so the moment the ambulance put in a show, the races were off and running once again. With two races per group and each one running for 10 minutes plus two laps, there was a lot of track action in a relatively short space of time.

As with all ESC racing, all the groups were well attended with the most strongly contested races being in Group 2 and Group 5. In the former, despite a poor start which saw him lose his pole position and subsequently fall back half a dozen places within the field, Paolo B from Team Parmkit / Barone then had to claw back his way to the front with Christian Rapf of &i's Racing Team and Markus Angleitner from Stoffi's Garage SIP RT fighting tooth and nail right up to the very last bend to prevent this.

Despite their efforts, Paolo pulled it off and over the weekend gained the two first places. The ESC races always have a good number of female riders and their racing is always fantastic to watch. Decked out in pink, Julia Sperandio's racing was incredible and gained her two top spots in Group 7. An interesting race was when the ESCC organisers asked Casa Lambretta Racing Team rider Luca Fuschini to ride his machine in a field made up of predominantly Vespas and a lone twist 'n' go scooter. Bear in mind that the tuned Vespa smallframes are mentally fast but the automatic scooters always put in times about two seconds faster on all the

European circuits, whereas the Lambretta's 'usual' main competition is largeframe Vespas in Group 4. Luca was placed on the front row and got off to a flying start. He then had a really hard battle for the whole race, with the Vespa riders snapping at his heels and the (very fast) lone auto-scooter slowly gaining on him lap after lap.

Despite this, he held on and brought home a well-deserved victory. This was coupled to his two Group 4 wins later that afternoon, putting Luca at the top of the ESC Group 4 overall championships for now, although there are still two races left in the season so anything could happen (one in July and the final one at the Harz-Ring [DE] on September 4-6, 2015).

One of the nice things about the ESC races is that as the riders roll back into the boxes after each race, they get a round of applause from both the public and all the Teams and other riders alike. You could not wish for a friendlier atmosphere.

As the races came to a close, the weather was on the turn and it was touch and go which tyres to fit for the mini-Endurance race that the organisers had confirmed at the last minute (this is a fun, non-points race for any teams wishing to compete). We chose to enter the race, although near the final stages Luca lost control of the scooter on a particularly bad point of the track and the scooter cart-wheeled off into the greenery. The damage was extensive with smashed up bodywork and a bent frame and so with our rider nursing a few extra bruises to take home, we called it a day.

The Stoffi-sponsored trophies were dished out to the winners at the podiums by the ESC girls with good banter, photos, prizes and applause being the order of the day. A great end to a great weekend's racing.

Dean Orton

RESULTS

Group 1 (Vespa Smallframes up to 135cc)

1. Mike Persch
2. Albert Heigold
3. Johannes Kachel

Group 2 (Vespa Smallframes up to 153cc)

1. Paolo Birtele
2. Christian Rapf
3. Markus Angleitner

Group 3 (Vespa largeframes up to 177cc)

1. Marco Abbate
2. Toni Fattorusso
3. Alexander Kleist

Group 4 (Vespa / Lambretta largeframes up to 300cc)

1. Luca Fuschini
2. Michael Pesendorfer
3. Julian Boldt

Group 5 ('Standardised' for Vespa smallframes with specific 130cc engine components)

1. Michael Betz
2. Thomas Lenkheit
3. Michael Pensold

Group 6 (Street Legal / Beginners Class, 50cc - 311cc)

1. Andreas Winter
2. Karl Buchmayr
3. Peter Stoiber

Group 7 (Ladies Class 50cc - 299cc)

1. Julia Sperandio
2. Stephanie Schulz
3. Kathrin Pinto de Almeida

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Whether the name for this project came from the Stones track about sex and drugs or simply from its colour I have no idea. What I do know though is that the true qualities of this German PX lie beneath its tidy, uncluttered surface. Regular readers will guess what exactly I am referring to and you are quite right; the engine performance. But let's start from the beginning.

Having been involved in the German scooter scene in the early Nineties and returned after years of absence, Sebastian eventually found himself in a financial position to fulfill the wet dreams of his youth; a sublime modified street racer with a potent power plant. Luckily, by keeping his old 1992 Vespa PX with a 1987 frame the base for the project was already there.

Lucy in the Sky with Diamonds

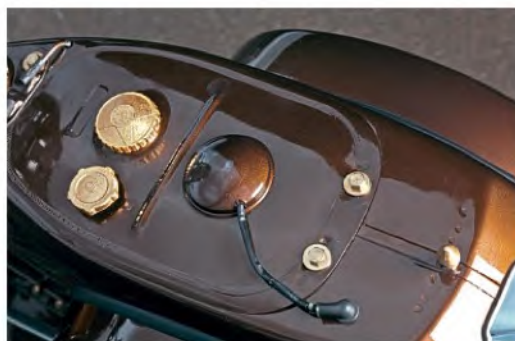
All bodywork parts were stripped, sanded down and various holes filled. The mudguard was de-seamed by cutting it lengthwise, welding it back together with a reinforcing metal strip underneath and tinning the gap.

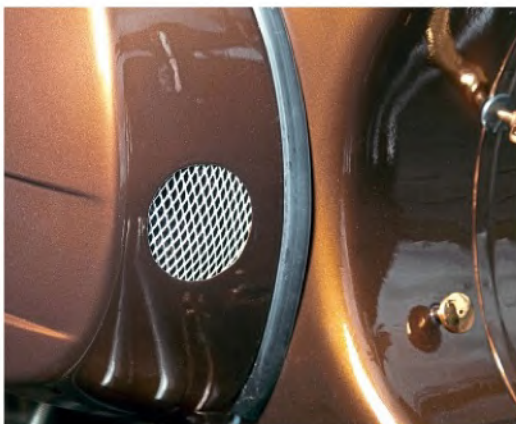
Now, if you are looking at the mudguard and can't help thinking the front looks like it has just bottomed out under fierce braking then don't worry – there's no need for a psychiatrist's appointment or staying off the hallucinogens. The explanation couldn't be simpler; the fork has been shortened. We're only talking a couple of inches here but in combination with the mildly dropped headset it does create the sleek lines that makes this Vespa unconventional.

To maintain acceptable suspension travel Sebastian fitted a 185mm adjustable YSS front



Above: The next best thing to a transparent side panel; have the contents painted on the exterior.





damper for a Vespa PK and despite the fork link now sitting at a steeper angle, damping works well.

With the chassis modifications being successfully completed the whole bike was then sprayed in a BMW Marrakesh Brown and finished off with the mural on the engine panel and various details like chrome and gold plating or the pimped up speedo face.

Pills 'n' Thrills and Bellyaches

However, subtlety ends when we draw our attention to the engine. Now get this; it is a 125 lump, it is built for everyday use, it features off-the-shelf tuning parts, yet it kicks out 39 ponies at the wheel! How's that possible? Amazingly simple really; the right combination of parts, love to detail and – we'll come to that – not forgetting the fun side of it.

The air-fuel-mix is sucked in via a 38mm Keihin powerjet carb and Tassinari V-Force reeds that sit in a massive S&S reed block. It then combusts in a nikasil-lined 172cc Quattrini M1X alloy barrel designed by Italian tuner Max Quattrini as a fast touring kit with moderate port timings. However, this engine uses a 62mm stroke crankshaft which not only increases the capacity to 192cc but also alters the port heights. The altered port timings suggest the exhaust port has been raised and the barrel been shortened (see spec for details).

Together with the German made Nordspeed M1X pipe and a Vespatronic ignition power delivery kicks in just after 6000 revs providing a very torquey spread beyond 10.000rpm and producing peaks of 39bhp and 23.6lb-ft. Nice! To rev more freely the flywheel has been lightened and to cope with the power a BGM Superstrong clutch was fitted.

“Now get this; it is a 125 lump, it is built for everyday use, it features off-the-shelf tuning parts, yet it kicks out 39 ponies at the wheel!”

OWNER DETAILS

Owner: Sebastian Beielstein
Town: Rommerskirchen, Germany
First interest in scooters: 1992 – all my mates had moto crossers but I thought scooters are more aesthetic.
First scooter: 1983 Vespa PX 80
First rally: Venlo 1993
Favourite scooter event: Scooter Center Custom Show 2014.
What do you like about the scooter scene: Friendships and meeting likeminded people.
If you had to recommend one scooter part what would it be: Quattrini M1X kit.
Most useless part ever bought for one of your scooters: Chequered alloy plates for floor boards.
What part would you most like to see developed for scooters: Turbo or blower.





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